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SKI

Published at Hanover, New Hampshire Volume 21, No. 1

CONTENTS

The Man Who Never Sees Summer	14
Ski the New Way!	32
A Wall Streeter in the Soviet Union R. PALMEDO Bakuriani, primitive yet beautiful resort	24

How Likely Are You to Get Hurt? . . . A. P. o'CONNELL 54 National statistics indicate your chances

Skis Pace New Equipment, 12

Switzerland, 36 · Montezuma, 46 · Toni Sailer, 50 Where Were You on the Fourth? 62 · Chacaltaya, 64

NEWSLETTER, 6 · LETTERS, 8 · SKI WORKSHOP, 48
READER SERVICE DEPARTMENT, 60

COVER PHOTO

The familiar (to well-traveled SKI readers) Sesselilift or T-bar on the Parsenn at Davos, Switzerland. At upper right is the Parsennhitte and at upper left the Weissfluh, takeoff point for myriad runs in Switzerland's powder paradise.

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A CATY comfortable little inn well known for its super cuisine and friendly atmosphere. Located within minutes of Tremblann's chair lift. Extremely moderate rates—\$6-\$8 daily. New cocktail lounge, orchestra. Cottages with private showers available. Learn-To-Ski Weeks. Leo Samson, Proprietor. Tel. St. Jovite 815-2.



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Luxurious resort, center of Lourentian activities and February Carnival. 5 minutes from Mt. Kingston Lift and new Alouete Trail. Rope tow and ski school at door. Novice and expert sking. \$8.50-\$13 A.P. SkI HONEYMOONS (Room with Bath). 7 days, 6 nights. All meals from \$130 FOR TWO. All-expense SKI WEEKS from \$59.95 per person. Folder. Write or phone K. W. Harrison, Ste. Agathe 391 or (N.Y.) LO 5-1115.

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FREE AT ALL TIMES TO WEEKLY GUESTS: 4000-ft. T-bar [75 ft. from lodge] and boby tow. Priority on both. From \$11.00 (with bath) A.P. FREE LESSONS DURING LEARN-TO-SKI WEEKS. Start Dec. 7, 7 days, 6 nights, 19 medis. From \$59.00 per person. Folder, ski map. Tel. 57 or write P.O. Box 1003. In N.Y.C. for Snow Conds., Tel. JU 2-2833.

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Top-notch skiing for the advanced or novice on 1,200 acres of the finest hills in the Laurentians. 3 modern T-bar lifts connect 12 lawn-smooth slopes and well-groomed trails . . plus two rope-tows. Ski School—equipment available on rental basis. Main Club and cottage accommodations—superb cuisine. On route 11, 40 miles north of Montreal, 2 miles before Ste. Adele. In New York tel. WOrth 2-0096.

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The Tremblant Club, a rambling log building facing famous Mont Tremblant, Superior accommodation and friendly atmosphere. The finest skiing area in Quebec. Your hosts, Slim and Ruth Lindsuy, Rate \$9.50-316.50 per day. American Plan, meals included. For reservations write The Tremblant Club, Mont Tremblant, Quebec. Ask for new folder S. Tel. St. Jovite 224.

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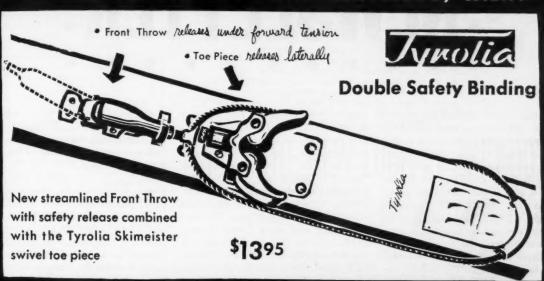
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NEWSLETTER:

Another record lift-building year is in sight. SKI's running total now shows approximately thirty lifts going up this summer and fall, more than were reported at the same date last year. Total of new lifts may go as high as fifty before the year is out. Brand-new areas include Jay Peak (near Newport), Smuggler's Notch Ski-Ways (between Jeffersonville and Stowe) and Killington (near Rutland) in Vermont; Loveland Basin in Colorado; Holt's Ledge near Hanover, N. H. Particularly important among other projects are the new Heron double chair on Mt. Lincoln, Sugar Bowl, and the new Riblet double chair up Little Nell at Aspen. SKI will report fully on western developments in the November issue and on eastern developments in the December issue. . . . One person was killed and several were injured during summer operation of the Belknap Recreation Area chair lift near Gilford, N. H., when the cable broke. Listed among possible causes was electrolytic decomposition of the cable, a condition which may be avoided through new construction and maintenance procedures. Area operators were quick to point out that chair lifts are actually a quite safe form of transportation and that at least one lift has transported more than two million passengers a distance of well over a mile without a fatality.

Two Aspen men killed

Adventurous Aspen men were risking—and losing—their lives at a regrettable rate this summer. First a group of three—Bob Mann, Ken Moore and Hans Zurfluh—risked a first passage of the terrifying rapids below Shoshone Dam on the Colorado River. When their raft capsized, Moore and Zurfluh made it to shore. The body of Bob Mann, 26, has not been found. Next victim of whitewater was Jim Parker, 45, on the Hunza tributary of the northern Indus River in Pakistan. A pioneer of skiing in this

country, Parker built the first rope tow at Woodstock, Vt. in 1934 and helped develop many other areas in the east and northwest. Acting a role in Lowel! Thomas' new Cinerama production, "Search for Shangri-La," Parker was on a camera boat which capsized in rapids. Director Otto Lang and five other men managed to save their lives, but Parker's body was never found. Finally Ralph Melville, 26, popular owner of the Mountain Chalet, fell over 200 feet while climbing on Maroon Bells Peak near Aspen. Fortunately he landed on a ledge, barely missing a sheer drop of a thousand feet or more, and escaped bruised, cut, shaken but otherwise uninjured.

Squaw lodge burns

The Lodge at Squaw Valley, 1960 Olympic site, burned down on August 29, an estimated loss of \$200,000 to \$300,000. Manager Alex Cushing, in a statement to SKI, declared: "A new and better fireproof lodge will be in complete operation for the opening of the season" on November 28, approximately one week after the traditional Thanksgiving opening date. "None of our activities will be in the least bit affected." Prentice Hale, president of the Eight Olympic Winter Games Organizing Committee, stated the 1960 event would be held at Squaw regardless of the fire. . . . The originally proposed Olympic downhill course at Squaw was tested for the first time in topnotch competition last spring when 17-yearold national junior champion Bill Woods of Waterbury, Vt. copped the national amateur downhill and combined as well. Although not particularly hazardous, the course proved quite fast. This summer, Denver University ski coach Willy Schaeffler helped the organizing committee construct a new and equally fast course which is expected to throw some stumbling blocks in the path of Olympic downhillers in 1960.

Married: Katy Rodolph, Olympic team member, to Lt. William Wyatt in Las Vegas, while Katy was still swathed with bandages as a result of her neck injury at Kitzbühel. . . . Who said skaters can't ski? At Sun Valley last winter, Peter Kennedy, who gained the world pairs skating crown with his sister in 1950, won the Class A division of the Sun Valley Ski Club championships. . . . Parents: Réal and Denyse Charette of Gray Rocks in the Laurentians, of a daughter Lynne born April 18. . . . Charlie Post, well-known proprietor of Post's Ski Shop in New York City, operated weekend excursion trips this summer on the schooner "Mayhap," featuring water skiing, skin diving and beach parties. . . . Ski "Open House" parties are being organized this month by the Viking Tourist Bureau. Designed to promote ski trips to Europe, the parties will feature equipment displays, the Stein Eriksen ski film (shown and narrated by the champ himself), door prizes, dancing and a beauty contest. First party is on October 3 at the Hotel Olympic, Seattle. Twenty-five days and twelve parties later, the program will close at the Hotel Statler, Detroit. A schedule of these parties will be found in the advertisement on page 38.

Bang-up buffet

Winter Park, Colo. did such a fabulous job of putting on the national collegiate championships last winter that the NCAA had difficulty finding a sponsor for the races this season who was not afraid of suffering by comparison (finally Ogden took them on). Acting for the Granby Chamber of Commerce, Richard L. Schoenberger-owner of the plush C Lazy U Ranch famous for its fine cuisine-determined to throw the skiers' banquet to end all skiers' banquets and called on the University of Denver's Hotel and Restaurant Management School for help. The result: a "classical buffet" of succulent splendor.

WINTER WONDERLAND BANQUET

MENU

Creamed Chicken, Sweetbread and Mushrooms in Small Patty Shells Baked Oysters Rockefeller Style Fried Shrimp with Hot Sauce Lobster Newburg with Puff Paste Tidbits U.S. Prime Baron of Beef Stuffed Mushrooms Grilled Tomatoes Golden Cheese Straws Coffee

Cold

Assorted Canapes Stuffed Olives Radish Heart of Celery with Roquefort Cheese Goose Liver in Jelly Chilled Caviar Calf's Brain, Ravigote Salmon à la Riga Parisian Lobster Roast Beef Tenderloin, Wellington Style Ham in Jelly and Ham Mousselines Roast Saddle of Veal Garnished with Fresh Vegetables Young Colorado Turkey Duckling Soufflé with Oranges Asparagus Tips, Remoulade Cauliflower, Vinaigrette Potato Salad Cole Slaw Hearts of Palm Fruit Jello Molds French Pastry Assorted Cheese Fruit

The feast helped to revive the spirits of defeated visiting teams. The winner of the championships, as usual, was Denver.

Million-dollar mountain

A million-dollar ski development at China Peak near Fresno, Calif. has been launched by Helicopter tycoon Knute Flint and should be ready for 1957-58 season. . . . Siskiyou County, Calif. has been working on an access road to the base of the fabulous Mt. Shasta development planned for 1958-59. . . . The NSA summer training camp at Bend, Ore., under the direction of the town's recreation director, Gene Gillis, was a great success. Youngsters worked at eight-hour-a-day jobs in addition to following a rigorous schedule of training and skiing under the direction of Gillis and visiting coach Christian Pravda of Sun Valley. . . . Most elaborate summer training ever conducted in this country was enjoyed by two groups of young racers at Timberline Lodge, Mt. Hood, Ore., this summer under the direction of Pepi Gabl and his assistant Erich Sailer, cousin of the Olympic champion. Among outstanding features of the racing school was nightly FROM EVOLUTION TO REVOLUTION

Ski boots have come a long way in a short time. It took a little more than ten years for skiers to graduate from the old box toed monsters to the present day sleek, all black, streamlined double boot. In this relatively short time many developments, some of them rather useful, have been bypassed and forgotten: the single upper that barely covered the ankle bone, a multitude of strap arrangements, the clumsy too-wide sole, the instep corset, the double laced boot (not to be identified with the double boot), the very short heel lacing etc. When the first boot within a boot made its entrance a few years ago nobody had any idea that it would deal such a shattering blow to all its predecessors. But because it gave skiers all the features of a good ski boot as well as its own much desired superiority, the double boot became king. However, despite the vast improvement in the double boot, the backbreaking task of lacing up is still with us.

THIS IS THE NEW LOOK IN SKI BOOTS!

EVERAGE VS. LACES

But now the ski world is about to see a new revolution. This is another complete break with the past; a development equal to if not more important than the switch to double boots, the sweeping victory of plastic and metal over wood skis or the almost complete adaptation of the release binding. It is the application of the law of leverage in lacing ski boots.

Leverage which cuts down lacing-up time to less than 1/10 of the time now required.

Leverage which easily duplicates your usual lac-

ing strength. Leverage which tolerates no loosening of laces

whatsoever

Leverage which gives you instant selective fit for any individual position of the foot at the flick of a finger.

The boot that achieves all of this is one more in a long series of "firsts" by Henke of Switzerland. Like many new and radical designs, it was a slow starter at first. Yet, within two years the Henke Speedfit took Switzerland by storm. Its fame is now spreading fast. Skiers can easily explain its success: the Speedfit takes all the work and most of the time out of lacing

a ski boot!

How does it work? Instead of laces there are four precision ladder-type levers ingeniously arranged from the toe section of the boot to the upper. A metal hook is placed into the desired position on the lever. Snap, snap,

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Henke's new look in ski boots



Stein Eriksen designs this boot his way

"Boots make the skier," says Stein. And he should know! World's No. 1 skier, instructor of thousands, Stein designs a new, contoured inner boot that gives you the kind of fit you dream of. Accents your forward lean. With clean, strapless lines. 39.95 Also, the Eriksen Special The Slalom with Henke's all-new heel tightening feature. One pull of the laces tightens the boot to perfection above and below the ankle. 45.00

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showings of movies and action stills taken of the racers the same day. . . . The outstanding racing records of national champion Bill Woods and other products of the Mt. Mansfield Ski Club's junior program helped the club win the coveted Faski Trophy for the country's best racing club last season. . . . The Miller Trophy for the outstanding ski club in the country went to the Ski Club of New Jersey.

Ski shops opening this fall include Gus Sunne's new shop at Mt. Snow (a branch of the Veterans' Sport Shop of Hartford, Conn.); John Summers Ski and Sports Shop at 97 Main Street, Dublin, N. H.; Dick's Ski Shop at 17510 West Seven Mile Road, Detroit; and Chuck Helm's new shop in Sacramento, Calif., called "Helm of Sun Valley." . . . Norm McLeod, leading southern California racer and ski personality, has joined the staff of Sporthaus and will operate the Squaw Valley branch this winter. . . . Steve Bradley, Winter Park, Colo. area manager just back from reconnoitering Cinerama scenes in Pakistan, has a research grant for the purpose of experimenting with

SKIING WILL BE GREAT

A Mt. Baker (Washington) Ski-Gram (snow report) dated 7:00 a.m., March 7, 1956 reports: "Eight inches new snow on 438-inch base for total of 446 inches. . . . Temperature 24°, snowing. Total new snow since February 29, 80 inches."

A footnote adds: "Skiing will be great . . if the snow ever stops!"

a snow-compacting machine—a monster with huge sheepsfoot rollers, various blades and other gadgets. . . . Warren Warner, experienced area man who saw Okemo Mountain, Ludlow, Vt. through its first season, is now manager at Smuggler's Notch Ski-Ways, where he is overseeing installation of an in-tandem Pomalift system similar to that at Okemo. . . Allison Merrill, Lebanon, N. H. high school ski coach and 1956 Olympic cross-country coach, has joined the Dartmouth College staff as assistant to Walter Prager.

Areas change hands

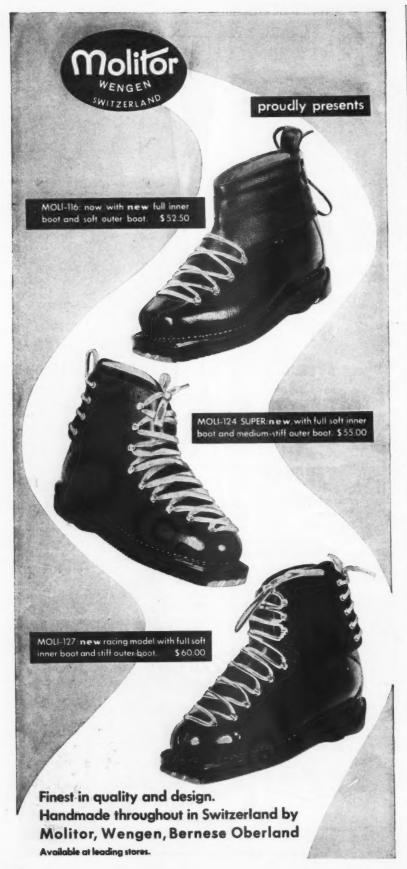
Sold to Donald L. Soviero of New York City: Bousquet's Ski Grounds at Pittsfield, Mass., which operator Clarence J. Bousquet has given up for reasons of health. Many an eastern old-timer learned to ski at the multi-tow area launched twenty-one years ago. A new Hall T-bar is going up there this season. . . . Sold: Jasper-in-Quebec, which boasts a 4,000-foot

T-bar, the east's longest. New owner is Jean Gelinas of Montreal, succeeding George Fusey. . . . The Tuckerman Ravine avalanche that killed Aaron Leve and narrowly missed four other men late last February brought Mt. Washington's all-time death toll to either thirty-eight or forty, according to the North Conway, N. H. Reporter. . . . Opportunities for investors are opening up rapidly with many eastern ski areas (Jay Peak, Burke Mountain, Smuggler's Notch, etc.) actively seeking outside capital, and equally as many western areas offering stock. . . . Aspen building boom is expected to boost lodging capacity to nearly 2,000 beds this season. Special Aspen projects now underway are the new health center at Aspen Meadows with bath, massage and muscular therapy facilities and other succour for the bone-weary skier, under the direction of former Yale football coach Dr. Mal Stevens; and Aspen College, offering a four-year liberal arts program, which will open its doors next fall to an expected 300 to 400 students. . . . The French Alpine Club and other mountaineering groups have been trying to stop construction of an Italian teleferique on grounds of illegality. The three-milelong tramway would connect the top stations-the Aiguille du Midi and the Colle del Gigante-of two of the highest aerial tramways in Europe, in the Mont Blanc area. The new tramway would make possible the scenic ride from Chamonix up to 12,000 feet and down to Courmayeur.

Over the top

Excess monies-nearly \$8,000-raised for the Olympic ski team went into the Olympic General Fund, to the dismay of some contributing groups who wanted to hold this money for the 1960 Olympic ski fund. In a letter to Olympic Ski Games Committee chairman John Clair, executive director J. Lyman Bingham of the U.S. Olympic Association pointed out that this excess was in contrast to the \$5,000 deficit in the ski fund in 1948. "Your ability to raise such large amounts of money," he said, "is the reason that your squad has been granted many extras not given to other squads or games committees. This special permission has allowed additional uniforms, many extra weeks of pregames training and special releases that allow travel home at Olympic expense long after the main squad has returned to their homes by special chartered aircraft." Bingham also commended the Olympic Ski Games Committee for selecting the ski squad on the basis of





tryouts strictly in accord with Section 4 of Rule IV of the Olympic Rules. . . . In actual use Teflon, the "miracle" Du-Pont plastic, has proved disappointing. Olympians equipped with special Teflon-bottomed Kästles found them slower than well-waxed skis in post-Olympic trials. At Cortina the British number one four-man bobsled team used Teflon in the first competition run, spoiling their chances, and made much better time without Teflon on the second run. Howard Head has found it impractical. Its low coefficient of friction appears to be a minor factor at high speeds, and the soft coating is easily gouged.

Langley elected

Roger Langley, former president and executive secretary of the National Ski Association, was elected president of the Eastern division at the Albany convention last April, to succeed Ed Eaton. . . . Representatives of eleven Westchester County, N. Y. ski organizations have officially established the Association of Westchester Ski Clubs, under the acting chairmanship of Ronnie Guzik, host on the popular "Ski Time" radio show. . . . An Eastern Ski Club of the Deaf has been organized by Philip Topfer of Albany, N. Y. Deaf skiers desiring to join may contact the club secretary, Archie Shields, 59-29 51st Ave., Woodside 77, Long Island, N. Y. . . . Winner of the traditional Fourth of July jump at Lake Placid, N. Y. this year was Art Tokle. . . . Miller Brewing Co. has released "Sports Highlights of 1955," in which skiing is one of five featured sports. The film is available to clubs contacting Sports Promotion Dept., Miller Brewing Co., Milwaukee 1, Wis. Complete news on new films will be carried in the November issue of SKI. . . . Sandler of Boston, one of the nation's leading shoe manufacturers and the ski industry's leading ski boot manufacturers and importers, has moved central offices into its new \$600,000 building at the New England Industrial Center at Needham Heights, Mass. . . . The present total of ski lifts in Switzerland is well over 300. . . . Most recent visit by a European expert to Squaw Valley was that of Walter Koenig, executive secretary of the German National Olympic Committee. He called the new downhill course "very interesting terrain and very good" and the slalom and giant slalom slopes "marvelous, absolutely marvelous," according to newspaper reports. . . . Will the young lady from the University of Virginia who lent Sir Continued on page 66

TROD DANCING THE GOLDEN ROSE RACE

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During the past few years the price of almost any commodity you can think of has gone up. One of the few exceptions, fortunately for all of us, is ski equipment: we get more for our money all the time. While the best keeps getting better, the features of last year's top models are available in this year's medium- and low-priced models. Reason: skiing is growing so fast, and the volume of equipment sales with it, that manufacturers and distributors can operate at greater efficiency and lower profit margins. Competition is forcing them to do just that. It's a good thing, too. If the rock-bottom price of a complete and adequate ski outfit-boots, skis, poles, pants, parka and accessories -were over \$100.00, skiing would be pricing itself out of the mass market where its future lies. Twenty years ago, downhill-only skiing was largely a rich man's sport, virtually in a class with polo and bobsledding; today it is nearly on a par with golf.

A year or two ago the big news in equipment was the thirty-dollar double boot. Today, while the cheapest double boot has dropped to as low as twenty dollars, we herald the advent of another merchandising miracle; the thirty-dollar plastic-bottom ski. That is not to say

that there are a dozen models of plastic-bottom skis on the market that look almost exactly alike, are made of almost exactly the same materials and are all priced at \$29.95. No, skis are as yet a good deal more individualistic than boots in appearance, construction and price. Of the dozen or so nationally distributed skis in this category, only a few sell for less than \$30.00, and the rest range up to \$40.00, while no two prices are the same.

The least expensive plastic-bottom ski appears to be Siegmund Werner's Whirlwind model, of laminated hickory, which is priced at \$27.00 a pair; his other low-priced skis-the Streamliner, Dayos and St. Moritz-retail at \$30.00. \$33.50 and \$40.00 respectively. Next lowest in price is Dartmouth's laminated ash import, the Fischer Quick, at \$27.95; Dartmouth also has the FIS model at \$29.95 and the Olympic at \$39.50. Anglo-Scandinavian Company's Diamond model of laminated ash retails at less than \$30.00, and Anglo's Rosskopf import with plastic base and top edges at about \$40.00. The imported Schäfer Blizzard Taifun, distributed by Anglo and Le Trappeur, offers plastic base. top edges and top at about \$35.00. Paris manufactures the Cortina to sell at \$30.00 and the Mt. Rainier, with a Micarta bottom, at \$40.00. O-U's Javelin sells for \$32.50. Hedlund's Crestmark at \$33.00 is further proof that domestic manufacturers are meeting the foreign competition, as is A & T's Shasta, which at \$39.95 is barely within the low price category. The least expensive Erbacher model with plastic base is the Parsenn, at \$39.90, imported by Günther Meergans.

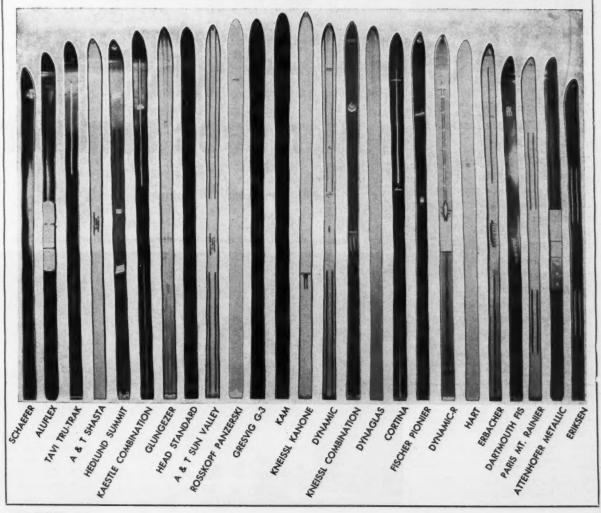
In the forty- to sixty-dollar bracket much the same thing is happeningperhaps more so. First-class imports in this range include models by Kneissl, Dynamic, Gresvig, Erbacher, Rosskopf and Fischer, all of whom except Fischer make skis in the top price bracket as well. Correspondingly, domestic skis in the medium price range are even better buys than last year's models. In the very top bracket, manufacturers-in addition to those already mentioned-include Kästle, of course, Eriksen, Dartmouth, A & T, newcomer Glungezer (imported by Siegmund Werner), Lamborghini, and finally Rossignol and Northland, whose samples were not available at the time the photographs on these pages were taken. The increasing importance of plastic in wood ski construction is admirably illustrated in the complete plastic sheathing of such models as the Lamborghini Cortina, and the Rosskopf Panzerski imported by Porath & Magneheim; the latter, with its matching striped plastic top and bottom, is one of the prettiest skis on the market.

In high-priced skis one of the things you pay for, and get, is all-around better performance. Most of the wood skis -particularly the combination and downhill models-in this bracket are built for speed. Believe it or not, skis differ considerably in this respect. No less an authority than Fritz Wiessner, a wax manufacturer who has made innumerable tests along this line, admits that the difference between a fast ski and a slow ski is even greater than that between a waxed ski and an unwaxed ski. The quality of speed is achieved primarily through painstaking attention to the proportions and elasticity of the ski, particularly at tip and tail. In some models it is implemented by reducing friction via plastic-covered "hidden" edges and other refinements.

More non-wood skis-and more different brands of non-wood skis-will be seen this season than ever before. In the aluminum-plastic sandwich category, two brand-new skis-the Kam and the Northland-will compete for our dollars with last year's newcomers, the Head Master Hart, and the tried and proven Head Standard. The Hart and Kam, a slick slat developed by two Baltimore aeronautical engineers, are luring purchasers with a somewhat lower than standard price tag as well as a glittering array of assorted colors to choose from. The Permacite-and-aluminum Northland ski will also be available in colors. Non-metal imports include the Tavi Tru-Trak of Italian origin and the Swiss Attenhofer A-15, which will be available in shops all over the country this season. The French Attenhofer Metallic has been joined by the Attenhofer Kinder-Ski, a wonderfully flexible ski with vinyl bottom that retails for \$47.50, and by the Aluflex ladies' model, a lighter ski finished in blue. Meanwhile the Metallic has been souped up into the Metallic Super with the addition of harder metal and an epoxy resin base. The fiberglass Dynaglas ski has been remodeled and is now available in elegant striped plastic.

Skis are not the only kind of equipment that is making news this year. In boots there are some new brands, some new low prices on double boots, a new twist on ankle support in some of the top models and synthetic insulation in one of the least expensive models. In bindings SKI will be looking over some new European ideas and reporting on the success of the longthong turntable. SKI will also be admiring some new car-top racks, boot trees, goggles and other items.

SOME MODELS DISPLAYED AT N.Y. TRADE SHOW



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HARVEY CLIFFORD:

the man who never sees summer

Profile of a migratory ski instructor

Chateau Tongariro, where Clifford spends his summers, with Ruapehu in the back



◄ Clifford at Chalet Cochand, where he has directed the ski school during the past six winters

by Adal Fried

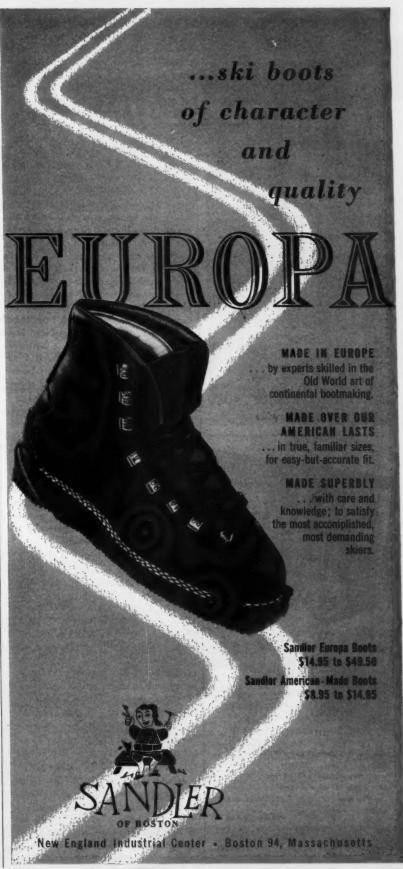
H ow would you like to ski not just some of the time, but practically all the time? What a question. As a SKI reader who—on the average—skis only about twenty days a season, your immediate reaction is "are you kidding?" and your answer is of course "yes." But have you ever tried it? Being curious about the possible delights of such a setup, and not being able to afford one myself, I wound up asking the man who owns one.

"Are you kidding?" he said. "I get awfully bored with it."

So there you are. Take it-with a grain of salt-or leave it. The man in question is Harvey Clifford, mentor at Chalet Cochand in the Laurentians and at Ruapehu (Roo-ah-pay-hoo), New Zealand. Since Emile Allais quit teaching at Portillo, Harvey undoubtedly holds the world's record for consecutive summer and winter seasons on skis; this coming one will be his eleventh. And that is not the only interesting thing about Harvey Clifford. He is one of the two best skiers Canada has ever produced, the other being Ernie McCulloch. He is also the archetype of the handsome, gallant ski instructor, complete without foreign accent.

It was fun chatting with Harvey. I had hardly seen him at all since 1946, when we were both youngsters bumming around the western race circuit. We talked about the racers then in their









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prime—Yves Latreille, Steve Knowlton, Dick Movitz, Jerry Hiatt, Jack Reddish, Mo Distin, Gordy Wren, the Wurtele twins and all the others. We remembered Dev Jennings daring us to follow him down Alta's Wildcat in breakable crust that could slice you like broken glass, if you fell. We recalled George Macomber winning his first big race, the Alta Cup downhill, in a snowstorm so bad that some of the guys ended up a hundred yards from the finish.

Harvey's room at Cochand's, downstairs in the Swiss Chalet, has the cramped tidiness of a junior officer's quarters or a Swiss student's Bude. There are books on a shelf above the small desk-Breed's Surveying, André Maurois' Art of Living, a motley assortment that gave me a clue to Clifford's interests. On the same shelf there is a framed collection of pins won at various races, and a row of handsome maple-leaf plaques won at Canadian national championship events. I noticed a picture of a good-looking New Zealand lass. There was also a bottle of good Canadian whiskey, which I savored with the relish of a city-bound farm boy having his first taste of spring water in years.

So we got on the subject of booze. The booze, Harvey feels strongly, is responsible for Canada's not producing better racers these days. "They peter out at fifteen," he said. "They get started drinking in the bars around St. Sauveur, and by the time they get out of high school, they're just bums." Harvey's standards of how a racer should train and behave generally are pretty high, you understand.

"Have you ever heard of the Night Riders?" I hadn't. "When I was growing up in Ottawa, I belonged to the Night Riders. No drinking, you know. Teetotalers. Started when I was fourteen. We'd go out to the Ottawa Ski Club Lodge. In the fall we'd clean up the trails, and during the season we'd pack the trails at night, with miners' lamps on our heads. We had races every Saturday and Sunday.

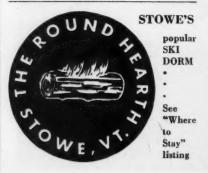
"Before that I had done a lot of touring on the trails in and around Ottawa. On weekends I'd run thirteen miles up the trails and ski back again. Then I got to practicing slalom on the hills outside town after school."

It was this schoolboy variety of slalom practice that led to what Barney MacLean used to call "the Ottawa flushrunning technique." Nobody out west in '46 had ever seen anything like it. Clifford would set an impossibly tight flush with umpteen gates in it—just as



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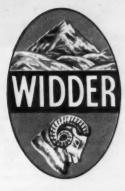


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Experts and beginners will like the new "Widder" Klosters ski boot. Inner shoe also features a "strap-cradle" and heavy foam rubber lining for comfort. The outer boot is fully calf-lined and heavily padded for additional support. Hingedback design makes forward lean easier. Extremely narrow sole prevents boot overhang and makes the "Klosters" especially suitable for competitive skiing.



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The finest in children's ski boots. Double lace boot construction, padded uppers and tongue for comfort and support, full wrap around strap, narrow heel, wide front section for growing toes, reversed waterproof welt, heavy sole with toe, heel and sole protectors.



ALPINE

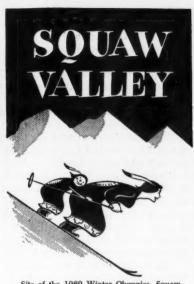
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he had on the little hills around Ottawa—on a steep pitch of Rustler at Alta. Then he would climb way up the hill, skate down and come into the flush wide open. His upper body, held upright, would mow down the poles, as his feet flicked from side to side through the gates. Somehow he made it. Then everybody else would try it, but nobody could get through it anywhere near so fast. The ability to run a flush like that could not have been of much use to him in actual racing, but it showed how quick his reactions were.

The Ottawa boys of Harvey's generation learned skiing largely on their own-there were no first-rate alpine racers around for them to imitate-and as a result developed a rather peculiar technique. Skis held tightly together, they made abrupt movements with extreme reverse shoulder-not at all like the flowing movements of modern wedeln. In later years, Clifford altered his skiing style completely, and he now skis basically like any other good racer. But at that time, during his high school days, there seemed no good reason to change. The Ottawa technique was hot stuff. When Harvey, a seventeen-yearold equipped with Bildstein heelsprings and superdiagonals, finally entered some of the bigger Laurentian races, he cleaned up. Even the returning veterans, champions of former years, couldn't beat him. After a year at Queens University in Kingston, Ont., and a few months in the navy at the end of the war, Clifford deliberately chose skiing over engineering as a career-as did his elder brother John, now the guiding spirit of skiing in Ottawa.

For two years Harvey simply raced, winding up as captain of the '48 Canadian Olympic team and second highest scorer of the North American contingent at St. Moritz. It was Emile Allais' coaching as much as any other factor that changed his style of skiing. In early 1949 he turned professional and directed the ski school at Banff during that and the following winter, helping to build a lift there during the intervening summer. Both seasons he went south to race: in 1949 he won the U.S. open and in 1950 he captained and coached the Canadian FIS team at Aspen (owing to an injury, he did not compete). Then began his association with Chalet Cochand, where he has taught every winter since.

In 1951 he won both the Quebec-Kandahar and Canadian open titles and coached the Canadian national training camp at Banff for three weeks. Subsequently Harvey received what he



up-

ind

Rustler Lodge Alta, via Sandy, Utah

Dear Skiers:

October at Alta-with its warm, sunny days and crisp, cold nights—is a very beautiful time of the year. Bright-colored usuarrial time of the year. Bright-colored autumn leaves dot the slopes emong the evergreens, and there are a few patches of snow visible on some of the higher peaks—snow left over from last year's plentiful supply of some 150 inches at its maximum depth.

Anticipation is keen for the beginning of the season. A few inches of snow fell yesterday, and ski equipment has been gathered from various corners of the gathered from various corners of the lodge, edges checked, skis re-based, and there is lots of ski talk around the firenight. Last year we skied

place at night. Last year we skied on Rustler Mountain, just across from the lodge, as early as the middle of October, and there were about 60 inches of snow on the last of the state of t ground by the time the lifts opened. This

4 5 6 7 6 7 8 11 12 13 14 15 16 (17) 14 17 18 11 12 13 18 13 16 17 18 19 18 year's opening is set for November 17th and we expect usual excellent snow conditions. Samel



Christian led us on a merry chase. Plenty of snow and short lift lines, and conor snow and short lift lines, and con-sequently we had a real ball. If you are looking for a good time to get your ski-legs for the winter, a time with

winter, a time with excellent powder and comparatively few people, make it Alta and Rustler Lodge during the first couple of weeks in December.



Rustler Lodge underwent some major re-construction last year: we added a new third floor with nine of the most attrac-tive rooms imaginable, redecorated and refurnished the lobby, and carpeted the lobby and the halls. This year, we re-



ainted the outside of the lodge and did a let of wiring and other repair work, to make Rustler more than ever the place to stay at Alta. For those of you who don't know our lodge, Rustler is inex-pensive, informal and completely comfortable, offering our guests relaxation and pleasant association with other congenial people. Our food is excellent and plentiful. Each week's menu includes prime ribs of beef, fried chicken, lamb chops and our

specialty is charcoal-broiled sirloin steaks. served every evening after skiing in our bar.



By the way, we think you'll find our bar particularly enjoyable with its fireplace, comfortable chairs and warm, cozy atmosphere.

To those of you who haven't been guests before, we're looking forward to meeting you and making your stay with us an enjoyable one. To our old friends, welcome back to Rustier Lodge.



calls the best break of his career. He was appointed coach of the '52 Canadian Olympic team. "They could just as easily have gotten one of the big European names," he said, "but they chose a Canadian instead. I really appreciated that."

By this time Harvey's fame had spread abroad, even as far as New Zealand, and when the New Zealanders needed somebody to direct the ski school at Ruapehu, Harvey's name was on their list of prospects. The inquiry arrived at Cochand's during his absence in Europe, but was answered by Marie Cox-Manager Louis Cochand's eminently capable right-hand girl-in such a way as to leave no doubt that Clifford was the only man for the job. When he returned from Europe at the end of April, the offer was waiting for him. It was a big job; among his predecessors had been Ernst Skaderasi, who now runs two hotels in Zürs, and Walter Hänsli, who represents the Head Ski Company in Switzerland. Otherwise he had no idea what he was getting into. He couldn't even find a picture of the place-not even at the New Zealand Trade Commission in Montreal, where he picked up his plane tickets. And when he left, three weeks after arriving from Europe, he had no idea how far 10,000 miles could be.

After days of flying Clifford was met at Auckland by representatives of the local ski clubs and of his employer, the New Zealand Department of Tourist and Health Resorts. Whisked up to Chateau Tongariro, he spent some days enjoying the golf and the night life (see SKI, November, 1954) while wondering what the mountain looked like. May and early June constitute the rainy season, so the mountain was completely befogged at this time. Lo and behold, came a sunshiny morning; Harvey looked out the window, and there she was: Ruapehu, one of the most marvelous hunks of mountain he had ever seen.

"It's an incredible mountain, lying there all by itself-a reclining giant. Over 9,000 feet high and I don't know how long-but the road that goes around its base is about 150 miles long. The Chateau is slightly over 3,000 feet, and the snow line some 1,000 feet above that-it rarely snows at the Chateau itself-so that gives you 5,000 vertical feet of skiing!"

Until recently it was primarily a matter of 5,000 vertical feet of climbing. But in 1954 the first chair lift was built, replacing the rope tows in the mountain's most sheltered bowl, and this past summer another chair lift took skiers higher up the mountain to more challenging terrain. The lift-served descent is now two and one-half miles long and has an average grade of twenty degrees.

"There's no end to the possibilities of that mountain. You can ski practically anywhere on it, on all sides of it, down easy runs or steep gullies. The temperature averages twenty-eight degrees during the winter and remains relatively so constant that avalanches are practically unheard of. Ruapehu has plenty of safe slopes that are sixty degrees in steepness." Not the least interesting feature of this massive mountain is the crater lake on top, which is one-fourth mile in diameter and has an average temperature of a hundred degrees.

Gradually Harvey became accustomed to the peculiarities of the country and the people-to invariably being called "Mr. Clifford," to hearing "sticks" and "shees" instead of "poles" and "skis." "One thing I can never get used to," Harvey said. "To a New Zealander. "fanny" means the front end, not the behind." And then there is the Ski Club of Great Britain tradition, which dominates organized skiing there. "In order to give proficiency tests, I first had to be examined by somebody who had already passed the tests-in spite of the fact that I ran the ski school." Harvey has already introduced proficiency tests





at Cochand's, just as he is trying to introduce ski weeks, Laurentian style, to New Zealand.

By now Harvey has become the final authority on skiing so far as New Zealanders are concerned. His book, Rhythm on Skis, was published there in 1953 and has become the standard text. It presents the system of the Canadian Ski Instructors' Alliance, for which he has served as chief examiner. Last year when he stepped off the plane, reporters met him with the question: should Australia and New Zealand send ski teams to the Olympics, even though they haven't a chance of winning? Without thinking twice about it, Harvey answered, "Yes." It turned out that the ski associations had already decided against sending teams, but largely as a result of his statement, the Australians went ahead and sent a team anyway.

Harvey gets bored with skiing sometimes. "The way to overcome that is simply not to ski when you don't feel like it," he says. "The worst thing is to ski when you feel bored. When I ski, I ski hard and love every minute of it. When I've had enough, I quit."

At this point I am wondering whether it was entirely fair to entitle this article. "The Man Who Never Sees Summer," since Harvey usually manages to get a good look at the tropics enroute to and from New Zealand. Last fall, for example, he spent five days in Honolulu, on the beach. "With a book," he insists. Two years ago he spent five weeks in Singapore, Bangkok, Cairo and Rome. He flew back that way-the eastbound route-last spring, planning many stopovers, including a possible visit to the Maharaja Naob of Bhopol for the purpose of investigating the potential of said maharaja's private ski area. Harvey's friends and perennial pupils at Chalet Cochand can only hope the maharaja-or that young lady in New Zealand, for that matter-will not succeed in luring him away permanently. At the age of thirty, he's still a bachelor, girls!



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H ow would you like to go skiing in Russia? If you are willing to go through the red tape and are not afraid of the expense, you probably can. Our State Department has relaxed restrictions on travel there, and tourist visas appear easier to get. And while the ski facilities in the Soviet Union are not yet all they might be, a visit to this strange and exciting land, which is so well insulated from the rest of the world, is a fascinating and valuable experience in itself.

The biggest single drawback is cost. For one dollar you get four rubles—not even the price of a bottle of beer. Twelve or fifteen rubles to the dollar would be a fairer rate. On top of this, living costs are high in the USSR. Air travel costs fifteen cents a mile. It costs considerably more to fly round-trip from Vienna to the Caucasus via Moscow than it does from the United States to Europe.

But for two years—the time it took my visa to come through—I had been determined to try the skiing in Russia. Why? People wanted to know. Was the snow or the terrain any better there than in the Alps or the United States? Certainly the uphill facilities weren't. The answer, of course, was not that conditions and facilities were better. But everything—even the atmosphere—was different. Just how different I was to find out.

From the moment the sturdy stewardess of the Aeroflot plane locked the door of the cabin just before taking off from friendly Vienna on our way to Moscow, I was beset by doubts: would we actually get to some good ski country, with mountain scenery and big snowy slopes? Would I have any trouble getting my cameras and film in, taking pictures ,and bringing out the exposed film? Would we be able to tour around among the mountains as we pleased?

On the Russian Aeroflot line it is an all-day flight from Vienna to Moscow. You go via Budapest and Kiev where food is served during one-hour stops. In Moscow my friend, Nathaniel Davis, was awaiting me—somewhat to my relief, since I had no Russian currency and couldn't speak a word of the language. Nat, in addition to being second secretary of the embassy and an accomplished skier, spoke Russian like a native and knew how to get things done.

Realizing that I was anxious not to waste any time getting to the ski country, he booked us on a plane leaving at 2:00 a.m., a few hours after my arrival and due to reach Tiflis about 10:00.

The route of this flight, after a refueling and breakfast stop at Rostov, lies between the Black Sea and the main range of the Caucasus Mountains, an imposing array of snow-clad peaks. Even at a latitude of forty-three degrees north, the same as central Italy, this range supports extensive glaciers. The highest summit is Elbruz, whose 18,481 feet top Mont Blanc in the Alps by a cool 2,700 feet.

Tiflis is the ancient capital of Georgia, now the Georgian Socialist Soviet Republic. It lies halfway between the Caspian and Black seas, in a broad valley with the high Caucasus to the north and the lower Caucasus range to the south. It boasts an opera house and an Intourist hotel whose ornate but dingy splendor contrasted with the spanking new government building across the street

Here the popular demonstrations occurred last March in protest against the desanctification of Stalin—a Georgian who was born in Gori, a town not far from Tiflis. It could be that some of the university students with whom we skied lost their lives when these demonstrations were suppressed. A steep cable railway, or funicular, rises from the southern edge of the city to what was then called Stalin Park. There we found hundreds of young people skiing and coasting on the new snow.

From Tiflis we travelled by night train with "soft" cars (i. e., upholstered seats) five hours to the faded spa of Borzhomi, and from there three hours by small, narrow-gauge train that wound upward with many volutes through beautiful forests of pine. In the cold, pale dawn of a snowy day we saw our destination-Bakuriani, a large village of several hundred small houses or cabins, with a few other larger structures scattered along a road and out into a flat plain. Because of the falling snow we could see only some forested slopes beyond-or was our eyesight foggy because we had sat up the last two nights while traveling?

Some cross-country relay races were going on, for both men and girls. The men each ran ten kilometers, the girls five kilometers, on a partly flat and partly undulating course. The teams came from the various towns and villages of the province, and many of the competitors appeared to be competent runners, indicating that cross-country racing is a really popular sport.

From the moment we first appeared on the scene we aroused great—and frankly expressed—curiosity. Our Amer-



Since T-bar did not run, Palmedo did all his skiing at Bukariani the hard way

a WALL STREETER **GOES SKIING** in the SOVIET UN

Ski pioneer Roland Palmedo finds facilities primitive, travel expensive and life interesting in the Caucasus



The author (second from left) spreads some goodwill among Russian langlaufers

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SCHEDULE

October

- 26 Keene, N.H. (Keene High)*
- 31 Boston (John Hancock Hall)

- 1 Boston (John Hancock Hall)

- 1 Boston (John Hancock Hall)
 2,3 Wellesley, Mass. (Jr. High)
 7,8 Montreal (West Hill Aud.)
 9 Norwalk, Conn. (Norwalk High)
 11 Highland Park, Ill. (H. P. High)
- 12 Milwaukee, Wisc. (Shorewood Aud.)
 14 Lake Forest, III. (Onwentsia Club)
 16 Denver, Colo. (East High)
 20,21 Seattle, Wash. (Palomar Th'r)
- 22 Vancouver, B. C. (Pender Aud.)*
- 25 Sacramento, Cal.
- 26 Berkeley, Cal. (Community Th'r)
- 27 San Francisco (Commerc. High) 28-30 Los Angeles (Wilshire Ebell Th'r)

- 1,2 Los Angeles (Wilshire Ebell Th'r)
 1,2 Los Angeles (Wilshire Ebell Th'r)
 4,5 New York City (Hunter College Th'r)
 6 Williamstown, Mass. (Chapin Hall)
 7 Malden, Mass. (Beebe Jr. High)
 10 Albany, N.Y. (Albany High)
 11 Worcester, Mass. (Burncoat Jr. High)
 12 Waterville, Me. (Colby College)
 13 Providence (R. I. School Design)
 20 Boston (John Hancock Hall)

January

- 2 Harvard Club, NYC (members only)
 4 Bethlehem, Pa. (Country Club)
 5 Bridgeport, Conn. (Klein Theatre)
 6 Colony Club, NYC (members only)**
- 8 Merion Cricket Club (members only) 9,10 Bradford, Mass. (Bradford Jr. Col.) 1,12 Hartford, Conn. (Bushnell Aud.)
- 14 Rochester, N. Y. (Brighton High) 16 Chicago, III. (Lane Tech, High)

 - Grand Rapids, Mich. (Civic Aud.)
 - 19 Helena, Montana (Helena Jr. High)*
 - * "Holiday for Skis"
 - ** "From Ski to Sea"

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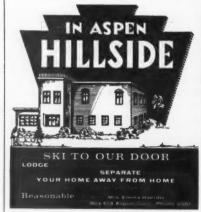
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ican metal skis, steel poles and nylon parkas were always the subject of comments and admiration. Whether we were on a train, at the ski slopes, on the village street or having a meal, Nat was bombarded with questions: Where did we come from? What was our occupation? How old were we? Was Bakuriani as beautiful as Cortina? How did the Russian athletes do in the Olympics? As befitted his profession, Nat answered all questions with tact and patience, and often with a touch of humor, to judge from the responsive smiles and laughter. When he told them I was "a banker from Wall Street" they appeared amused rather than incredulous, for apparently the profile, clothes and headgear of this character of communist cartoons had not been taken too seriously.

Although we found the officials and functionaries inclined to be formal, correct and cool in manner, the skiers were as friendly and responsive as skiers are everywhere. When we shared our chocolate, chewing gum or cigarettes with them, or gave them a Roosevelt dime (a very popular item), or a Lincoln penny (on Lincoln's birthday), the appreciation was obviously sincere and out of proportion to the value of the gift.

One incident was typical. On the evening of the prize-giving for the cross-country races, I presented the girl who was captain of the winning team with a small Olympic souvenir pin. In return, she insisted on giving me the medal she had just won, which must have been very precious to her. I succeeded in not accepting.

The contrast between official Soviet doctrine and the apparently normal cordiality of the ordinary people was puzzling. While enjoying the friendly atmosphere of Bakuriani, I read in Russian publications of the "avaricious warmongers," "plotters of war," and "ruthless exploiters of labor" who dominated the United States and its administration. Perhaps these young people at Bakuriani got a different impression from seeing us eating an economical lunch of bread, cheese and tea, or practicing slalom-running with them.

After two days of snowfall, the third day dawned crystal-clear. Above the bank of forest that covered the lower slopes to a height of about 1,000 feet above the flat fields of the valley, we could now see the treeless upper snow fields of the mountains which rose another 1,000 to 2,000 feet. Here the ground surface was mostly smooth and grassy, thus providing inviting open

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The region offers much fine subalpine touring country. The forests are mostly great pines and huge beeches with little or no brush or undergrowth between, thus forming natural slalom glades. Above the tree line there was a vast expanse of rolling snow fields. However, "downhill only" skiers will find only one lift at Bakuriani, a T-bar very similar to American and western European lifts. It has a rise of about 1,000 feet, and serves a number of steepish routes cut through the forest. During our stay the lift did not operate, supposedly because of avalanche danger on the trails.

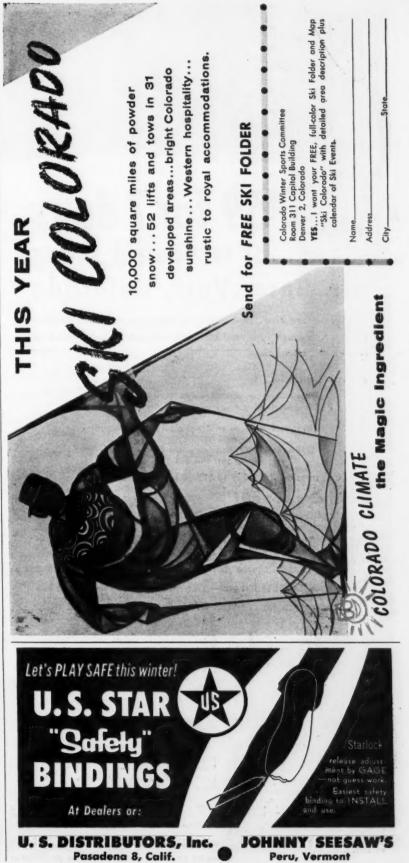
Bakuriani is in the southern, or minor, range of the Caucasus. One of our excursions was to the summit of a small mountain that jutted into the valley, called the Kokhta Gora. From the summit we had a magnificent full-circle panorama with the main range of the High Caucasus forty to sixty miles north.

Most of the visiting skiers, apparently groups of students and workers, stayed in a large two-story barracks-like structure called the "Dynamo." We, however, were quartered in one room of a two-room log house on the opposite

Tourists in Russia, Mr. Palmedo warns, had better read their menus from right to left. Some sample prices: Coffee \$.40; bottle of beer, \$1.10; small pony of vodka, \$2.00; % quart of Georgian wine, \$10.00. An orange bought from a train vendor, \$1.00-\$1.25. Other prices along the way are comparable. For single foreign tourists there is a \$30.00-per-day tourist "supreme" rate which includes hotel, four meals a day (three plus tea), transportation from airports and stations, guide and excursion service, but not inter-city transportation. It also does not include porters at stations who charge \$1.25 to \$1.50 per piece for carrying luggage. Groups of four or more can arrange for less de luxe travel at a more reasonable price. Tourist-rate payments must be made in dollars or other foreign currency.

Clothing too is far from cheap. A cotton shirt costs \$7.50; "kapron" (nylon) stockings, \$3.50; cotton underpants, \$3.50; cotton socks, \$2.00; and a pair of women's shoes will cost you up to \$100.00.

side of the main thoroughfare. Whether this was to isolate us from the Russian skiers, or to give us greater privacy and comfort, we did not find out. There was a small woodstove in the room which kept it pleasantly warm and served to cook breakfast or an occasional noon or evening meal. We had brought some American foods along from the commissary store of the em-





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bassy in Moscow. In the evening we had our dinner at the Dynamo, where several Russian skiers would usually join us at the table. Nearest running water was from a tap in the yard of the house, which supplied clear, cold spring water. What we chiefly lacked was a wash basin. Best available substitute was a soup plate.

Bakuriani is not the place for skiers who like luxurious accommodations, or even modern conveniences, or who are unhappy if they have to climb as much as they run down. But we had been warned by Russian officials in Cortina that we would find the facilities at Russian ski resorts rather primitive as yet, and for that reason visitors from the West were not being urged to come. We came knowing this and equipped to be comfortable. We liked Bakuriani and enjoyed our stay. The snow was excellent, the air was dry, the sun warm, the scenery photogenic, and last but not least, the skiers and village people were responsive and friendly.

A good practice hill studded with big trees rose directly back of the Dynamo. Here there was always a group practicing slalom, while less expert skiers ran downhill or worked on their turns. Cross-country skis were much in evidence, for in this region skis are used for their utility as well as for sport, and cross-country racing appeared to be popular. About two miles from the village a seventy-meter jumping hill had been installed next to an older

NEW CLASSIFICATION

Way back in the wood-age of skiing . there were two types of skiers. Those who skied and raced (either well or badly) for the fun of the thing, and those who cashed in by teaching the same. Today this is not the case, and I feel the time has come when some clarity should be beamed upon the modern classification.

Q. What is a professional?

A. Somebody who makes his living out of skiing.

Q. What is a promateur?

A. Somebody who increases his earning capacity (or if a "she" her marriage chances) or merely lives free when in

Q. How do you benefit by becoming a promateur?

A. In many ways. For example you can make a cosy sum selling ski equipment (unsigned) in the glossier emporiums, trying out free skis and clothing in their natural environment, getting a job as a rep or merely racing so frightfully well that rich Americans pay your fare and expenses to and from the USA. -P. M. RAEBURN in the Kandahar Review, 1955

KASTINGER KASTINGER KASTINGERKastinger INGER Simple Economics: or WHY KASTINGER SKI BOOTS HAVE MORE THAN DOUBLED NGER IN NUMBERS SOLD EACH YEAR-Q. Why have Kastinger Ski Boot sales more than doubled each year? A. 1. Each year many more dealers have bought Kastinger Boots. KAST Many established dealers have doubled their orders over those of the previous year. Q. Why have so many dealers doubled their orders? A. Because Kastinger Ski Boots sell so well. Q. Why do Kastinger Ski Boots sell so well? er 1. Because skiers want to buy Kastinger Boots. 2. Skiers are highly pleased with Kastinger Boots. 3. Skiers tell their friends (Skiers) to buy Kastinger Boots. KASTI Q. Why all this demand among skiers for Kastinger Boots? A. Because every Kastinger Boot model, in its price class, has all the features you (the skier) expect to pay more for. Kast Kastinger Ski Boots, handmade in Austria, are imported and distributed in the United States exclusively by EDWARD K. HAMPSHIRE COMPANY Kästing Jackson, New Hampshire Write us for illustrated folder and name of dealers nearest you. KASTINGER Kartinger Kastinger Kastinger KASTINGER KASTINGER Kartinger Kastinger

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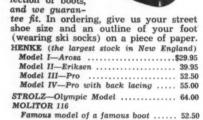
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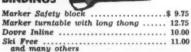
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We cannot improve upon the manufacturer's description of the articles he makes. Therefore we suggest you read the manufacturers' advertisements of merchandise listed in this catalogue.

ORDER FORM ON OPPOSITE PAGE



forty-meter hill. Scattered about were other smaller jumps, including miniature ones made by the local boys.

On the day before our departure for Tiflis and Moscow we witnessed a new winter sports event which the Russians may suggest for inclusion in the Winter Olympic program. This was a motorcycle race over snow-covered roads and footpaths. The course was fifteen circuits of a three-kilometer route through the village, with several sharp corners and narrow gates. The machines were light, and the technique used to keep the machine upright and in motion was similar to that of the small boys who ride the almost obsolete single-runner "jumpers" in western Massachusetts. By keeping one leg extended forward on each side, with the heel bearing down as necessary, a sort of tricycle running gear is in operation.

While in the USSR we had no trouble with our cameras or film or in connection with taking pictures. The Soviet Ministry of Foreign Affairs has a list of scenes that may be photographed only with permission or may not be photographed under any circumstances. As the latter included mostly military installations, bridges, power stations and such, our range of interest was not infringed.

Although travel to mountainous ski country and other out-of-the-way places is uncomfortable, and accommodations there still ultra-simple, Russia, with its new and intensive interest in sports, will probably develop at least one wellequipped ski resort where international competitions can be held. This might be either at Bakuriani or Alma Ata, 2.000 miles farther east in the Asiatic Russian Kazakh S.S.R. In the meantime Americans and others from the western world will miss the amenities of good European hotels, the absence of attractive shops and articles to buy, and the lack of restaurants, bars, and other gathering places.

But the skier who is looking for something different, and who has the bodily and financial stamina to withstand the trip, might find a side trip to Bakuriani well worth his while, even if—like the writer—he spends his working hours on Wall Street.

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SKI the NE



7 WAY

Brooks Dodge demonstrates WEDELN, the effortless style which is now being adopted by expert skiers everywhere

URING THE PAST YEAR or more a violent controversy has been raging in Euro-D pean ski circles-in the press, in the ski schools, in organized skiing and wherever skiers congregate. The subject of this dispute is "Wedeln" (vay-duln), a word which we will henceforth adopt into our SKI vocabulary without qualifying italies or quotation marks.

Wedeln is the new running style developed by racers and now almost universally practiced by them and other topnotch skiers. At first they used it only when they had to-in slalom, on steep and bumpy terrain, in difficult snow-but now they use it in all their skiing, and the ski schools can no longer dismiss it as a special "slalom" or "racing" technique. The fact that the world's best skiers wedeln is indisputable. The argument is mostly about whether or not skiers of ordinary ability are capable of mastering the new technique, and whether or not it ought to be taught in ski schools. The latter question is academic, since wedeln has been formally adopted into the advanced curriculum by several European instructors' associations, and has been taught as a matter of course in the top classes of many ski schools in this country, simply because the instructors themselves ski that way. That beginners could learn wedeln right from the start, however, instead of as the final step in the traditional gradus ad parnassum, is subject to serious doubt.

Wedeln, strictly speaking, describes a dog wagging his tail. All the terms descriptive of this technique-"reverse shoulder," "mambo," "tail-wagging"-are derived from secondary characteristics of the style which, like secondary sex characteristics, are more noticeable than the essentials and are often exaggerated for effect. Wedeln is probably a better all-around name than reverse shoulder, which can mean so many things, or mambo, which suggests dance-like movements indulged in for purely rhythmic gratification-as on the ballroom slopes of Bromley or Little Nell-rather than for a purpose. For wedeln is skiing reduced to the bare essentials, without stylistic embellishments of any sort.

Once you start moving on your skis, the only external force that can overcome your inertia-that is, your tendency to move in a more or less straight line-is the friction of your skis on the snow. (In the conventional technique, rotation is merely a means of controlling this friction, and its so-called "power" illusory.) In order to obtain this friction in the varying directions and degrees necessary for control, you have to turn your skis with your feet, and your feet with the rest of the body. Wedeln is the most effective way of doing this.

It helps to think of yourself as skiing always with your back to the hill. As you press the heels of your skis sideways, your hips, shoulders and arms compensate with the movements characteristic of the style. As your turns blend into each other smoothly, you find yourself skiing like Brooks Dodge on these pages, without the least bit of wasted motion. On easier terrain, your upper body begins to anticipate the movement of your skis in the opposite direction, and you experience the weirdest and most delightful sensation you have ever had on skis-the feeling of extreme wedeln or "mambo."

◄ Fersenschub or heel thrust, an important concept in the new technique
is illustrated in this composite photograph of Dodge in a right turn.

As Brooks unweights his skis, he pushes the heels away from his body,
gradually bringing his weight to bear on the front part of the skis.

Beinspiel or leg action is accentuated on steep or bumpy terrain ➤ such as Hillman's Highway on Mt. Washington. In this sequence Brooks Dodge starts out in a conventional traverse, brakes slightly, and then unweights and whips his skis around outside his body

turn the page







Top US Olympic skier Brooks Dodge demonstrates continuous wedeln on steep Hillman's Highway

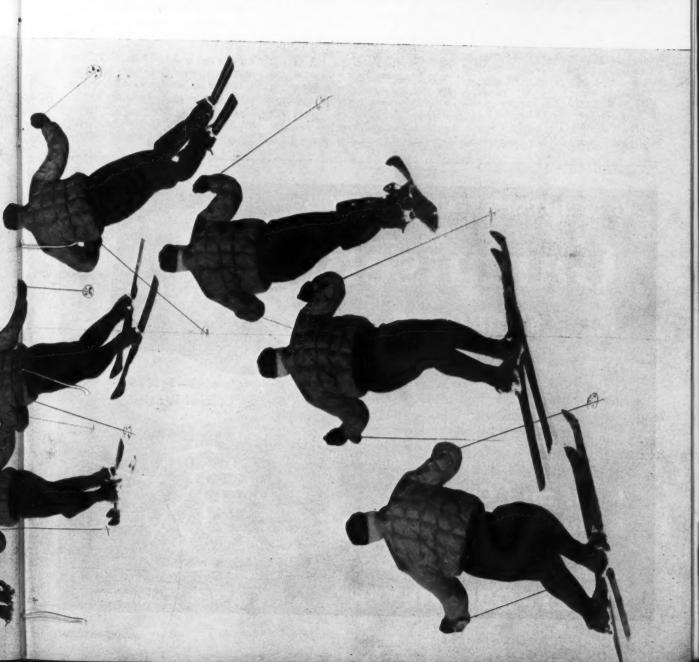
Used for years to show why the counterswing is necessary as preparation for proper rotation in conventional skiing. How can this illustration be applied to wedeln, the new reverse-shoulder technique?

To try this yourself, you don't even need a piano stool. Just stand on the floor with your weight on your toes. Or stand on your skis, for that matter, on top of a little bump in the snow. Hold your arms out at your sides and swing them abruphy to the right or left. Your feet—or skis—will first move in the opposite direction. As the swing of the arms continues, your feet reverse their direction and follow the arms.

The initial reaction of your feet to the action of your arms is simply an illustration of that elementary law of mechanics, that every action has an equal and opposite reaction. In order to minimize this initial effect of rotation, the traditional technique, according to which the outside shoulder leads the turn, introduced counterrotation. To show yourself how this works in, for example, a left turn, swing your arms slowly to the right, so slowly that your feet do not turn. Then swing your arms back to the left, slowly at first but picking up speed until your feet start anowing in the same direction as your arms. The completion of this swing then constitutes the counterswing for the next turn.

Extreme wedeln, on the other hand, utilizes the initial opposite rotation of the feet to start the turn. If, while standing still, you swing your arms back and forth fast enough, your feet will turn rhythmically back and forth, always in the opposite direction to the rotation of your arms.

Done on skie this is the extreme form of woodelin



Done on skis, this is the extreme form of wedeln. You can easily see why wedeln makes possible tighter, faster series of linked turns: you don't have to wind up before every turn.

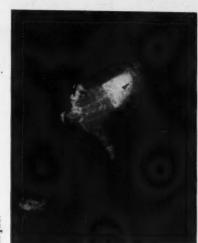
opposite direction to the rotation of your arms.

Ways all the

There's more to wedeln than that, of course. As your skis change direction, you have to change edges, and this is where the hips come into play. This is much more difficult to act out while standing still: it is easy enough to bounce up and down a bit while swinging your arms, unweighting your feet slightly in the middle of the swing as you would while skiing; but it is difficult to get the feel of your hips moving from side to side in the opposite direction to your arms, without feeling at the same time the resistance of the snow against your skis. In wedeln it is primarily the hips, with some help from the knees and ankles, that control edging.

The extreme form of wedeln (i.e., that in which the arms and shoulders anticipate the turn), like extreme rotation of the conventional sort, is practical only on easy terrain, at low speeds. Wedeln, the most nearly "parallel" of techniques, is a dandy way to ski heavy powder or breakable crust, but even here your skis usually start turning before your upper body does. On very rough and steep terrain your legs and hips completely take over, whipping the heels of your skis from side to side, often in ruades, while your upper body merely helps to preserve equilibrium. At very high speeds there is hardly any feeling of rotation at all, and the only difference between wedeln and conventional skiing is that you're facing down the hill instead of into it.

In the next issue, SKI magazine will publish a signed article which sets forth a method by which more advanced skiers may learn this new technique.



SWITZERLAND:

'real fun'

Betsy Snite, youngest member of the US Olympic team, reports to her parents on fun and frolic during post-Cortina races in Switzerland

It's REALLY cold. The bus trip from St. Anton here seemed long, and we didn't get into the hotel until late Monday night. Nobody felt like doing much

unpacking so we just tumbled into bed. I am sharing a room with Penny. [Penny Pitou—Ed.].

Tuesday was even colder, and after waxing our skis we bundled up and headed for the lift. Our hotel is way out in left field and we have to walk about half an hour to get to the lift . . . anyhow, it seems that long. Practiced a little slalom after Ralph [Ralph Miller -Ed.] and the boys had set up the flags. We are getting expert at fussing with our clothes and bindings long enough to give the boys time to do the work. Had a box lunch, skied a little more and then went back to town for hot chocolate and patisseries. I love the Swiss hot chocolate. It's out of this world. Went dancing a little in the evening and met a real nice Italian who's on the Italian jumping team, and can't speak any English. I can't speak any Italian, but we get along fine with sign language.

Wednesday much the same. I can't get used to these huge open slopes above the tree line and I keep getting lost. We are all putting guards over our noses to keep from getting frostbitten. I hope it's warmer for the races. Training is going well and is more fun than before the Olympics. We have all decided to make it a real fun race, and though we all want to do well we are much more relaxed now that the big pressure is off. More hot chocolate, more dancing, more fun. We manage to get to bed by 10:30 though.

Thursday we practised hard, and I found that the bars on my racing helmet hurt my ears, so I put cotton over my ears and it accomplishes two things at once: my ears don't hurt and also I can't hear the wind rushing by, so I go even faster between checks. In the evening we went to a cocktail party given by Stavros Niarchos, the big Greek

Continued on page 43



2 IMPRESSIONS

big deal'

Dick Strauss, a young Army lieutenant stationed in Germany, raves to his parents about his gay automobile trip through Switzerland's Bernese Oberland

UP AT EIGHT and cooked breakfast orange juice, eggs, bacon and coffee. Who's cheap. We drove over to Gstaad and took a look around.

Just another ski town with a lot of stores and fancy places to stay. We boarded a chair lift that rode up the Wasserngrat. It was a double chair lift that they drop on to the cable and which rides sideways. It's a long ride over very big and steep snow fields. During the night ten inches to a foot of new powder had fallen. I took to it and loved it.

I like Gstaad. It is a wonderful ski resort. It has twelve ski lifts and about fifty trails. Most of it open skiing. It is tough skiing but like I said, very good. At five, I took my last run in the powder and met the crew at the bottom. We had a beer in town and then went back to Saanen. We got the use of the kitchen in the hotel and had dinner which Frank cooked. We were all tired so we went to bed after another fine day of skiing. . . .

We cooked our breakfast and after we got the hand brake unfrozen, we drove over to the Eggli Tele-Cab. This was a very novel cable car lift. Four sit in one enclosed car that is just like a cable car but in a miniature form. This car is dropped on to the cable just like the double chair lift. Nice and warm and very nice. We spent the whole day up at the top on the T-bar because the snow was light powder and very good. It was not hard skiing but a lot of fun.

It was very warm today. A good sunburn was had by all. At lunch time we sat on the sun deck of the lodge at the top taking in the sun, drinking beer and eating. The scenery was lovely. Breathtaking in fact. You're going to really love it in these Alps, when we ski it together. Mom will never get bored with the places we go to either. That's a promise. We can meet her in different places for coffee or a drink during the day's skiing.

I started down the mountain at 4:30. It was icy but I skied fast anyway. I

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had to. I was passed by two local natives, one nine years old and the other eleven. These kids skied so fast it took me almost a mile to beat them. After I did pass them, I led for a half a mile and then they were content to let me lead the trip down. Boy those kids were good. Their form wasn't good, but they sure had control.

We drove up to the Palace Hotel after dinner. We already had knocked off two bottles of wine. This was grocery-store wine, which cost us thirty-two cents a liter. It was good, too. We were dressed to kill with suits and all, as we entered Gstaad's highest class hotel. High class it was and very sharp. Marble halls and all. The place impressed me but it was no place to raise all sorts of noise.

We drove down Gstaad's one street and stopped at a place called The Olden Inn. We ordered another bottle of wine and then proceeded to crack the place up. The waiters and waitresses put on a demonstration of Swiss dancing and singing. We helped them. We sung without knowing what we were singing, and danced a Swiss dance in the same manner. We had a paper crown which we wore and passed around as we danced. The funniest part was we were sitting with Flo and kept on picking up different girls.

We ended up sitting with three girls who were talking every language but English. The whole evening was a real blast. We even did a chain polka through the whole Inn. Finally at 1:30 after another bottle of wine, we drove back and to bed.

The Alps are hurt this year in the snow department. They are complaining because they only have a couple of feet. My stock answer to these complaints is, "I'm from the east." Their little snow is more than I've ever seen in my whole life.

We got to Adelboden at eleven and found out that the best skiing was up at the Geils. When we got to the Geils my breath was taken away. What a sight. It looked like whipped cream. Nothing but a wide open mountain with large white hills on it. The shadows played all sorts of tricks to add to the beauty. This was Switzerland! A double chair lift ran right up the middle. This lift had a different twist to it. You rode in the chair without your skis on. The skis followed in a tray that hung from the cable the chair was on, but which followed seventy-five feet behind you. They would help you off the lift at the top and then hand your skis to you a few seconds later. (Continued)



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The run down was fun. You ski anywhere. It was light snow and powdery. Really a fine day on the open snow fields. It was cold but we kept warm by moving around a lot. . . .

A bright sunny day found us on our way. We drove out of Interlaken up to Lanterbrunnen (ten miles). We took a train straight up the mountain which went from the 2,612-foot level to the 5,374-foot level. This was Mürren, one of the four ski resorts in the valley of the Jungfrau. Mürren sits up on a clift. The edge of town is really an edge. Three thousand feet to the valley floor, straight down.

From Mürren you look straight across the valley to Wengen and above that to the tremendous hunk of rock called the Jungfrau, which is surrounded by other mountains which are just as high. All rock, snow and ice. A wonderful sight from another beautiful ski resort.

We skied down through the town and over to a T-bar lift. At the bottom of this lift was a grandstand in which people sat and watched the skiers. Really something for Mom. The T-bar lift was a steep one and took us up to the Schiltgrat, a rise of 1,600 feet in ten minutes. Then it was wide-open snow fields again. Skiing was a pleasure. It was powder as well as packed with a little ice thrown in at the bottom. At lunchtime Frank and I were skiing down and passed a Gasthaus. It was there we stopped, took off our skis and sat in the sun eating lunch while looking over at the magnificent Jungfrau.

In the afternoon we skied another direction down a vast snow bowl in which we found another Gasthaus. We stopped to rest and yelled to the waitress for a beer. As we rested we drank our beer and then off again. They have these Gasthauses in the oddest places

This a.m. we caught the bahn to Wengen, another big resort which is opposite Mürren and right under the Jungfrau. Actually the area we skied today was four ski resorts in one vast area. They are Wengen, Wengenalp, Kleine Scheidegg, and Grindelwald. This is how it works. We took the train up to Scheidegg. Now Scheidegg is at the top of the train run. From there you can ski the Lauberhorn by taking a Tbar up, or ski on the glacier from the Eigergletscher which is on the train line that goes up to the Jungfrau and is above Scheidegg. The run from the Eigergletscher brings you back to Scheidegg on down to the Wengenalp. The run from the Lauberhorn brings you back to Scheidegg or also by going over the top down to Wengenalp. From

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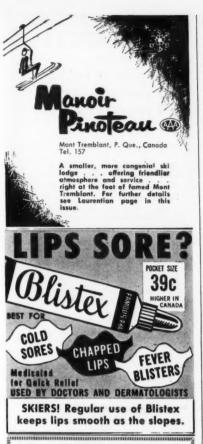
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Wengenalp you can ski on back to Wengen. Then you take a train back to Scheidegg and from there ski the other direction down to Grindelwald. Then a train back to Scheidegg and you are back where you started from.

What a fabulous area! Oh, yes, I forgot to mention, from Wengen you take a cable car up to Mannlichen and then ski down ten miles to Grindelwald. You ski everywhere. There is no end to the skiing that can be done. Can you just imagine something like this at home. Oh, yes, another lift I forgot: at Grindelwald you can take a double chair lift up another mountain which is called First and ski back down again. Too much, huh? At least one hundred square miles of ski area. Quite something. This is what we did today. We wound up at an ice bar and had a beer. This was actually a bar made out of ice sitting in the sun with all types of drinks. These Europeans really go in for drinking and skiing. . . .

We took the train up to Kleine Scheidegg. Ever since we skied there yesterday I have been reading some folders and I have been noticing how popular this place is as a ski resort. You can now add Scheidegg on to the list of big resorts we skied. At Scheidegg, we took the T-bar up to the Lauberhorn and then skied in new powder down to Wengenalp. Skiing in this light powder was wonderful as we skied down to Wengen. There were a lot of moguls to ski in and out of and with the powder it was really exceptional. At Wengen we took a cable car that rose almost a mile through the clouds to the top of the Mannlichen. The weather was sunny again with clouds reflecting the sun below us. Really a perfect day. From the Mannlichen we skied down about ten miles to Grindelwald. . . . This run has been recognized for over fifty years as one of the finest runs in the Alps. I can see why. It starts at the top with a wide-open snowfield that is out of this world. This runs for about three or four miles. The snow was so light you could turn by just thinking about it. . . .

The last run was powder again and another unforgettable descent. In fact the whole day was the best. The best of the trip. Oh, how I love powder! It is such a satisfying feeling being able to turn in snow that no one has skied on before. You will get the same feeling when you ski it over here. It is wonderful to ski and feel the snow brush past your knees. My ski pants were covered with snow and I never took a dive. I really love this area. I hate to leave tomorrow. It has been a wonderful trip:



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Betsy continued from page 36

shipping man. Penny's gin fizz didn't agree with her, so I decided to try a martini-my first ever. Just as I got it Mack [Mack Beal, energetic, unofficial U.S. team manager-Ed.] said our taxi would be there in five minutes. I drank the martini as fast as I could and took the last half in a big gulp when Mack said we had to go. I got out of the hotel in fine form and chatted with Mack in the taxi. When we got to our hotel he asked me if he could help me out of the cab. I thought he was just being polite until I tried to get out. Obviously can't kid Penny about her gin fizz. All ended well, though, and dinner made me feel fine for my date.

Friday and the slalom. Mack his usual self, taking temperatures of snow and air so that we can wax properly. As we climb the course he runs up and down giving everyone a piece of honey candy half-way up, and honey and a choice of blood orange or Apfelsaft [cider-Ed.] at the top. Mack does a fantastic job of being everyplace at once. I felt good on the first run, but fell on the second and took a sixth. The fall hurt my knee again, but it seems to have gotten rid of the knot I always felt above the knee.

Saturday was the downhill. An easy course, but I held back a bit because of my knee and came in seventh. Penny really flew and won easily. Had lunch at the Corviglia Club. This is very exclusive and fancy and was great fun with the champagne popping all over the place. Saturday evening Niarchos gave a fabulous dinner party. I sat on his right and we got along famously. He is terribly nice and danced with me several times. I wish I wouldn't keep forgetting his name.

Sunday was the giant slalom. I came in sixth and also got a sixth in the combined. There was a terrific prize-giving party at the Palace Hotel in the evening, held in a huge ballroom, and hundreds of trophies, watches and prizes were given out. The Americans really cleaned up. Buddy, Brookie and Penny [Werner, Dodge and Pitou-Ed.] got huge trophies and a bottle of champagne came with each. Onassis also gave money certificates, and I got forty francs each for the slalom and downhill, and twenty francs for the giant slalom. What with all the champagne at the American table I had to really concentrate each time I went to the head table to get my prize. The Palace Hotel is so huge that Penny and I got lost trying to get out and Niarchos showed us the way. On Monday we



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(Details on Page 31)

all went out to spend our prize money, which was only good in St. Mortiz. I bought a yellow pullover, a Meta wax pot, Meta wax tablets, Meta waxing iron, a suitcase and a silver music box. What a haul! Penny and Buddy had a terrible time trying to spend all their money, but the rest of us came up with lots of ideas for them. Brookie got a beautiful camera, and Penny got a watch. Penny and I also splurged on a sleighride through the town, and felt like class-A tourists as we jangled the sleigh bells to make sure everyone we knew saw us.

Bus trip to Lenzerheide was short. Mack as usual had everything perfectly arranged. We are staying in a sort of annex to the big, fancy hotel. The food is wonderful and our rooms really warm so that red long-johns dry out in no time flat. I am really impressed with Lenzerheide and want to come back here. It's all so sunny and open and beautiful. We train and practice hard for a while each day and then dance in the evening. I am practicing my French on a Swiss racer who is tall. dark, blue-eyed, a beautiful dancer and is called André Bonvin. Penny and I are having a competition to see who can get the most dates with him. We also go out with Freddie somebody-or-other who is a sweet Swiss boy with crooked teeth and masses of bushy hair that looks as though it hasn't been combed for five years. Penny and I almost bought him a hairbrush. He is real fun to be with, though.

Wednesday the Lenzerheide tourist office drove us over to Davos and arranged for us to ride the lift free there. It was just as fantastic as I had heard and we had some wonderful runs and the best mogul-running practice I have ever had

The Lenzerheide downhill course is sehr schnell ("hairy"—Ed.). There are lots of flat sections, but the steep pitches are really steep. André showed me how to take one section. He prejumped to cut a corner and cleared four pine trees that must have been at least three feet high. What does he think I am?

Saturday was the slalom, and I really felt good on my first run, and my time was announced as twenty seconds faster than anyone else. I decided to take the second run slowly and safely, but I guess I have forgotten how to snowplow, and I crossed my skis and fell. This cost me a lot of time so I then really bashed the rest of the course and felt fine again. There was a foul-up at the finish and I heard that the timers had changed my time on the first run

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by about forty seconds. Finally finished fourth. Am disappointed over foul-up, but thankful it's only a fun race.

Sunday was the downhill. Except for the very top of the first steep pitch the girls raced the same course as the boys. I told Mr. Phillips, who is the sponsor of the race (Phillips Fair Play Derby-Ed.), that I was going to run it like a giant slalom and he told me afterwards that that was just what my run looked like. I came in fourth.

Monday in Zürich and I really lived in style, with a huge double bed in a huge room, a private sitting room and a bathtub big enough for the Olympic swimming events. Penny and I did some sightseeing and saw a real corny American movie.

Leaving Zürich for Geneva we had quite a hassle on the platform. We had about fifty pairs of skis plus baggage to move from one end of the station to the other, and the porters wanted sixty centimes for every single item. Brookie got mad and grabbed a luggage cart, and we started to load it up ourselves, but porters, policemen, trainmen and other officials came running up screaming "No", "No", "No" at us. Mack got so mad I thought they would arrest him. I think they would have if they had understood everything he said to them. Finally the whole thing was settled when we refused to pay and each made about five trips carrying skis and baggage the entire length of the station. Penny managed five pairs of skis on one shoulder and a suitcase in the other hand. What a girl! The train trip was fabulous. I have never been in a train which went as fast.

Geneva is beautiful. We had a tour of the League of Nations buildings which was very interesting. We saw the rooms the various countries had given, all of which were very handsome except the American room. Penny and I chased a peacock up there for about half an hour hoping it would spread its tail so that we could photograph it. No luck. Had a wonderful dinner where I ate many too many delicious french fries because the waitress kept bringing more and more and I just kept eating them. Off tomorrow to Courchevel in France to ski with Emile Allais. I hope it is as much fun as Switzerland.

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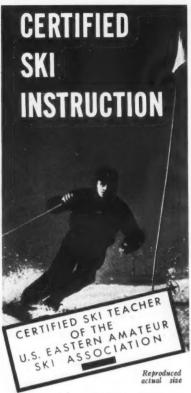
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by DAVID H. PHILLIPS

M ONTEZUMA BASIN, located in the Colorado Rockies not far from Aspen, is familiar to relatively few skiers and skied in by still less. Otto Schniebs brought recognition to its skiing possibilities back in the 1930's and it hasn't changed since. There isn't any lift, any development, any ski patrol, anybody. . . just a miner's cabin and the remains of the old Montezuma Mines which operated before the turn of the century.

The cabin, located in the final reaches of hemlock at 11,700 feet, is always two-thirds buried in snow as late as April. It provides very adequate though rustic facilities such as the potbelly stove which is the only source of heat; then there's the chore of getting water from a lonely stream that has asserted itself through the snow a few hundred feet away. Everything beyond this is UP and above the timberline. Even to the cabin, it is a six-mile hike from the ghost town of Ashcroft which has an altitude of 9,000 feet.

To describe the Montezuma area in more familiar terms for the eastern skier, you might say it is a high-altitude version of seven or eight Tuckerman Ravines, guarded by peaks of thirteen and fourteen thousand feet. Long steep powder slopes (or corn at the right angle to the sun) are infinite, but you have to work for them because the altitude plays havoc with your lung power. In April, the sun shines so strongly that you are in shirt sleeves as you ski down, while alternate rocky peaks and long jutting cornices surround you.

There are countless places to go-up past the Montezuma Mine itself to a fabulous snow field called Camillas Gardens, up along Pearl Pass where there are several tiers of rolling snow-fields, into valleys, and up over ridges. All are above the timber line so that when you put on your skis, everything is down and open. Any method of reaching them, by foot, skins, or climbing wax, is relatively easy as there is a firm base underneath a seemingly perpetual two inches of powder.

The snow is corn, powder, or windblown—take your choice, picking the proper time of day and angle of the slope to the sun. If one slope is icy, another will be corn; if one soft powder, another will be windpacked. For variety and the ultimate in skiing, you couldn't ask for more.



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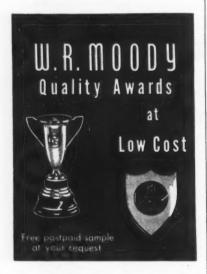


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SKI WORKSHOP:

POWDER BOARDS

by RICK RUBIN

A T ALTA, Utah the most useful pair of skis to have are flexible skis for new powder snow, since ice comes so seldom that it's hardly worthwhile for a recreational skier to invest in stiff skis. Most of us, unfortunately, must have hard skis to cope with middle western and eastern hardpack and ice. We can hope for six inches or more of new dry powder only a few times a year, and perhaps during an annual vacation in the prime powder country of the Rockies.

Deep powder is the best of skiing, as most everyone agrees, but it takes a mighty strong pair of legs to ski the deep on stiff, submarining, hard-type skis. Since few can afford a good pair of stiff skis and a good pair of soft skis too, many of us are forced to use stiff skis and struggle unsuccessfully against what should be the most enjoyable snow of all—deep powder.

The solution to the problem, and happily well within reach of even a poor ski bum's wallet, is a pair of homemade powder boards. These consist of old or used skis, cut and shaved thin, with soft, pliable tips and heels, but enough strength to resist breaking in any but rough falls. They can be made for only about ten dollars.

Finding inexpensive used skis may be a problem. If you don't have any of your own, try ski rental shops. Often they have skis too multilated to be rented, or have purchased newer skis to rent and will sell their old ones. Or perhaps you have a friend who quit skiing some years ago and has his old boards stacked in the garage.

What exactly should you look for? Since they will be used only occasionally, your best bet is to make your powder boards of the same length, and with the same binding location as your regular skis. Although you can ski on a longer length of these soft skis, the problem of accustoming yourself to the change for only one or two days of powder skiing makes the longer ski in-

advisable. The base is not important, as long as it can be patched or redone. Edges are a little more important. Offset edges add nothing, and may tend to catch in heavy powder, but it is best to have regular metal edges, to preserve the wood and make it easier to cross packed snow to reach more powder. It is best to be sure that no segments of edges are missing, or to replace them if they are. Camber is another negative feature. The less the better, since the ideal deep-powder ski actually has reversed camber in action. Stiffness doesn't matter, since you will change that by shaving the skis anyway. The prime consideration is finding a pair of skis that are not too dry or brittle. Ridge-topped skis, by the way, are easiest to shave down.

The shape of the finished powder board may depend somewhat on the strength of the hickory, and on the weight of snow to be encountered in your part of the country. Roughly, this is the profile found best: Working from front to back, the first nine or twelve inches from the tip to beyond the end of the upturn is left untouched. From that point, where the ski is usually about a quarter of an inch thick, the ski is cut so as to preserve this thickness, or a very slight taper upward, for the next two feet (on a seven-foot ski). On a ridge-topped ski merely remove the ridge. This brings us to a point about nine inches or a foot in front of the toe of the boot. From there begin to taper up more steeply, reaching the ski's original thickness about two inches in front of the boot. Beware of tapering too steeply here: skis on which the front is shaved right up to the boot and then cut almost straight up to full thickness tend to break at the stress point. Don't shave the ski at all under the boot. This section won't bend anyway, and the only effect of shaving it will be to weaken the ski where it needs strength.

Almost the same procedure is followed in back of the boot, with a nineHow to fashion special-purpose skis out of a cast-off pair

to twelve-inch tapered section down from the boot, and the rest of the ski, all the way to the heel, tapered very slightly and ending at approximately a quarter-inch thickness. The skis will then tend to balance about as they did before shaving. Both skis should be thinned the same amount, being the same thickness at any point, and balancing about the same place. The shaving of the heel is less important, since the heels don't take the strain that the tips do; but a thin, flexible heel will aid turning greatly.

When you bend a powder ski in your hands you get the horrible sensation that it will snap like a match. It won't, unless you're in the incurable habit of tearing phone books. But the tips will plane to the surface in deep powder, like an airplane taking off.

A word of caution. Powder boards are made for six or more inches of new snow, the more the better. The shallowest practical depth depends on how heavy the snow is. The wetter the snow, the less of it is needed. On packed runs a pair of powder boards will flutter, shimmy, bounce, jiggle and prance; you feel as if you were skiing on skis only a few inches longer than your boots.

The easiest way to shave the skis down is to have it done by a professional woodworker, with the proper equipment. Mr. Robert P. Norris, owner of The Woodshed in Aspen, Colorado does the job for a nominal two dollars and undoubtedly there is someone in almost any town who will do the work if you show him what you want. Mr. Norris uses a band saw for the initial shaving, guiding it by hand. He finishes it with a belt sander, and the entire job takes less than an hour. If you have spare time to spend on the job it can be done by hand with a drawknife or wood file, and polished off with sandpaper. Don't forget, when the shaving is done, to refinish the skis with varnish or paint, in order to keep the wood from drying out.



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TONI SAILER by Toni Sailer the story of a racer

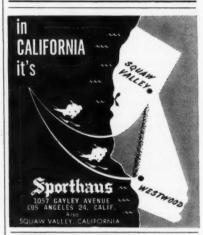
Mein Weg zum dreifachen Olympiasieg (How I Became a Three-Way Olympic Winner) by Toni Sailer. "Das Bergland-Buch," Salzburg/Stuttgart. Printed in Austria.

It is hard for us Americans, even us skiers, to imagine what a popular hero Toni Sailer is in Austria today. In skiing, the one field in which Austrian national pride has not been frustrated in recent years, Toni Sailer is the only man ever to sweep the three Olympic alpine events, the world champion par excellence. To the youth of Austria he is a sort of demigod-Mickey Mantle, Robin Roberts and Yogi Berra all rolled into one. Toni's book was written primarily for young people, and we suspect it is largely the work of Sailer's able collaborator, the Tyrolean author Karl Springenschmid. It reads like a cross between Frank Merriwell and A Boy's Life of Lincoln. The fine Sailer home in Kitzbühel, where Toni was born on November 17, 1935, is described as affording all the homely virtues, wholesome food, simple pleasures and moral guidance of the proverbial log cabin. The course of young Toni's racing career, with its disappointments, bitter lessons and happy conclusion, is chronicled with the suspenseful zest of a competent juvenile novel. The book would be trivial, were it not for some mature observations on the business of racing sprinkled here and there, and it is on account of these that SKI departs from its usual policy of not reviewing books published in a foreign language. This book also contains a fine collection of photographs of Sailer at various stages in his career.

"Memorizing a slalom," Sailer says, "is a special art, comparable to solving a tricky chess problem or difficult crossword puzzle." In order to ski a slalom course properly, he says, you must be able to visualize it exactly. You have to









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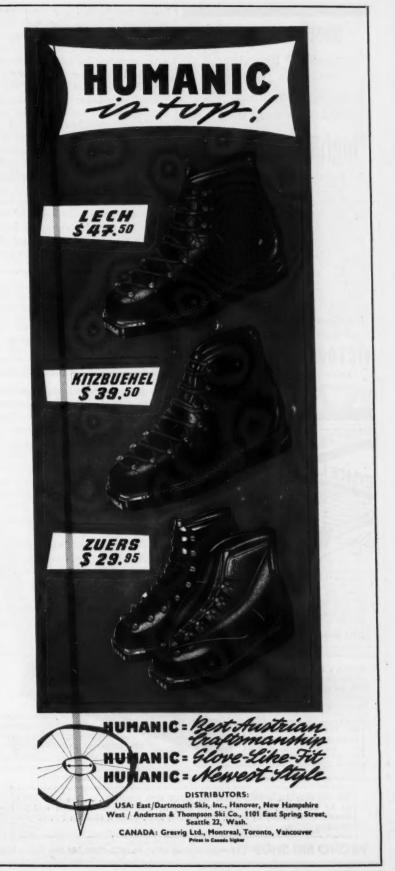
Sailer tries some kids' skis for size at famous Fischer factory in Austria

learn it piece by piece. Even a combination like a hairpin or flush is too much for him to grasp all at once, he says; Sailer memorizes gate by gate. He imagines himself going through each gate, then decides whether to take it high, close, wide or what have you.

Unlike most racers—and this seems like a most sensible procedure—Sailer memorizes a course from top to bottom, instead of from the bottom up. "Why learn it backwards?" he says. Once he has memorized all the gates, the series of mental images unrolls in sequence, like a motion picture. Varied terrain is a big help in memorizing. The hardest thing, he says, is to memorize individual gates on a completely uniform slope. He also credits his sheet-metal worker's training for his ability to memorize, but we suspect this was his collaborator's idea.

In downhill, Sailer says, the good racer always thinks far ahead. True, in practice he concentrates on short stretches. But in competition you can always tell a good racer by where he's looking: not directly in front of him, but as far ahead as he can see. And his thoughts are even farther down the course. A good racer in a downhill always has the feeling that he is going too slow—he wants to be out where his mind is.

Sailer thinks highly of tennis as an off-season sport for alpine skiers and is good at it himself. Its main virtue is that it speeds up the reactions. While he doesn't think much of a skiing style that "depends entirely on feel and instinct," he does believe that awareness coupled with quick reactions is all-important. "I am convinced that the success of a racer depends in great part upon an intensified command over the body." On the subject of reactions he says: "All I have to do is throw a snow-



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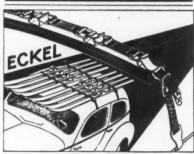
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ball at somebody. . . . From the way he reacts. I know how well he will overcome the difficulties of the course."

Toni's grandfather, now eighty-three, never suspected the house he bought in Kitzbühel would one day be only a few steps from the base station of the lift. When Toni's father went off skiing on Sundays, the old man called him "Sportgackl," an untranslatable term of derision. Toni Sr. was quite a racer in his own right. He took second place in the first slalom ever held in Kitzbühel, in 1927, and has acted as ski coach for the Kitzbühel Ski Club for several years. Young Toni grew up in a skiing household, and just as other kids steal cookies, so Toni would continually lift the lift tickets from their accustomed place in the kitchen. At first his father taught

Within a month or two after scoring his spectacular victory at Cortina, Toni Sailer received over 3,000 pieces of fan mail, mostly from women. Like any Hollywood celebrity, Sailer did not bother to look at the letters but got a social secretary instead-in this case his sister-who actually replied to every one.

him; then young Toni, like Anderl Molterer and all the other Kitzbühel boys, had Christl Pravda to imitate. This is good up to a point, Sailer says. You can't become a good skier just by following one down the hill. The one who follows is bound to ski differently from the leader, since the latter takes away the other person's vision. The skier who follows well-like a back-seat driver-is usually a poor skier when choosing his own route.

The book makes little mention of American racers, with the exception of Bud Werner's outstanding performance in the Hahnenkamm downhill just before the Olympics. Werner, starting fourth in the downhill, had the seemingly unbeatable time of 3:00.5. Sailer

WE FEATURE

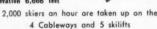
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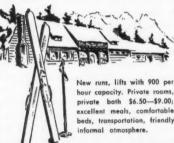
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admits that only through the greatest effort was he able to beat Werner, whose courage he admires, but maintains that Bud was skiing way beyond his ability while he, Toni, resisted this temptation, skied conservatively and nevertheless beat Werner's time. In other words, he considers Werner's performance pure luck, which is perhaps unfair.

His own success at Cortina he ascribes not to any stroke of luck, but to his gradual mounting up the ladder of local, regional, national and international competition. He won his first race at the age of eleven, and by now the trophies in the Sailer home include everything from an icebox (won in France) to the three Olympic gold medals. But none of this, we are given to understand, has gone to his head. He is still firmly convinced that Kitzbühel is the greatest place in the world. At Cortina, he says, a "monstrously rich big shot" offered to take him to the States. Toni declined. Why not, the big shot wanted to know. Is there anything more beautiful than America? Yes, Kitzbühel, he says he said, while the "big shot" grimaced.

Apropos of America, Toni was due to visit his cousin Erich at Timberline Lodge this summer. Erich is Pepi Gabl's assistant there. Unfortunately, Toni developed jaundice and was forced to call off the trip.

A skiing family is not without its troubles, and the casualty rate in the Sailer family has been rather high. In 1952 alone, Toni's sister Rosl—for several years a member of the Austrian national team—fractured a foot just a few weeks after the Olympics. Then Hilde, the elder sister, suffered a leg fracture and torn ligaments. Rosl was no sooner healed than she went and tore a ligament in her left leg. Then Toni himself broke both his tibia and fibula. Can you beat that?

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by ADELINE POPE McCONNELL

I F YOU'RE a student (college or high school) skiing downhill fast in the early afternoon and you've never had a lesson—then look out! In the light of studies made by the National Ski Patrol System, the statistics are stacked against you. You're prone to be prone, and you may finish your ride on a toboggan.

The ski patrol, whose mission in life is to carry the maimed off the mountain, has made a study of its own work over an eight-year period and tabulated these results: accidents cared for by the patrol rose from 3,600 in 1946-47 to 4,100 in 1953-54 (the last year for which complete statistics are available). Considering the tremendous increase in skiers, however, this is actually a decrease in casualties, percentage-wise.

On the basis of 1,500,000 skiers (a conservative estimate) who frequent patrolled areas in the United States and Alaska, a skier's chances of getting hurt are six in a thousand every day he skis.

These statistics, based on data accumulated at ski areas all over the country, are only an approximation of the whole picture. They reflect the accidents that are brought to the attention of the patrol. The actual number is much higher. However, the low insurance rates offered skiers speak well for the number of accidents serious enough to require hospitalization. One policy, costing ten dollars a season, covers medical expenses up to \$300.00 for any mishap suffered while skiing or en route to or from a ski area.

Low as it is, the accident rate is easily three times as high as it should be, according the further studies made by the patrol. Over half of the accidents happen to skiers who are skiing faster than they should be or on more difficult terrain than they can handle; and more than seventy-five per cent of the crackups involve the do-it-yourself variety of skier who's never had a lesson.

Edward F. Taylor, until recently chairman of the National Ski Patrol Committee and an engineer by profession, has safety on skis doped out according to scientific principles. "The inexperienced skier resists falling," he says. "He sees himself going face down into a snowdrift, perhaps with a rock or a stump coming up to meet him. What happens? You've got a lever arm extending from the tip of your ski to your foot, with all the muscles of the leg resisting the lever. Something has got to give."

HOW LIKELY ARE YOU to GET HURT

National Ski Patrol accident statistics are now complete enough to show exactly what chances you take on skis 7

What gives is usually an ankle (40 per cent of all ski injuries), a knee (25 per cent) or a leg (15 per cent).

This inexperience in falling accounts for the fact that students suffer the greatest number of casualties (42 per cent), Taylor believes. Among students, you find the young unmarrieds, one eye on their dates, who, consciously or not, shun the thought of a sitzmark. There is also the letter-on-sweater set, handsome football and basketball heroes, who may never have skied before, but are darned sure they can do something pretty girls are doing. In this group, football players get off more easily, since they are accustomed to falling in the field. Falling on a basketball court can be an extremely painful experience, builds up greater spill-resistance, and makes these athletes more accident-prone on skis, the patrol president says.

Office workers have the second highest accident rate, 22 per cent, followed by outside workers, 11.5 per cent. Others, including armed services personnel, doctors, nurses and housewives, make up the remaining 24.5 per cent.

Sprains are the number-one injury among skiers, comprising 44 per cent of all casualties. Fractures come second at 29.5 per cent. A really bad fracture is a rarity, according to Taylor. The most common break involves one of the two bones in the lower leg and means only four to six weeks in a walking cast. Lacerations (9.5 per cent) and a miscellaneous selection of punctures, dislocations and so on (17 per cent) complete the list.

Accidents would be cut by more than half if inexperienced skiers could bring themselves to lean forward as they come downhill, even though it's unnatural to do so, Taylor believes. The best way to learn how to do this, of course, is to take lessons.

"Your heels are pivot points," he ex-

plains. "When your weight is on them, your legs are powerless to move them. If they start to slip, there's not a thing you can do about it. In skiing, you should literally be on your toes. Then, if you slip, you haven't lost complete control. You can still raise or lower yourself within a reasonable degree or actually turn."

A ski instructor at Aspen, Colo. compares skiing to driving a car. Imagining himself in the driver's seat, the skier leans forward to grasp the wheel, bringing his body into the safest possible alignment. Then, in turning, his hands still on the imaginary wheel, he turns his whole body, leaning properly into the curve.

Just as in traffic, it's important to know who has the right of way. In skiing, it's the person coming downhill, and many an accident has been caused by a ski bum striking out across a slope without looking to see what's coming at him.

On ski trails, as on the highway, transition points are responsible for more accidents than anything else. A sharp turn, a bump, a sudden flattening out of the trail, and a beginning skier, riding on his heels, is taken unawares and goes out of control. The faster the stop, the more likely it is that the skier will get hurt. If you fall and skid, say on a steep, icy hill, you might not get hurt at all. But if you fall at a transition point, you stop in your tracks with really serious results.

Rocky Mountain and Pacific Coast ski areas present more natural hazards since heavier snow falls permit more off-the-trail skiing. Consequently, during a season of light snowfall in these areas, obstacles ordinarily covered loom unexpectedly at the surface, and the accident rate tends to jump.

Recently, instead of merely removing the bumps on regular trails, efforts have been made to analyze them and eliminate their causes. Aspen and Mt. Snow, Vt., are among areas which have



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It is impossible to tell whether safety bindings have been a factor in cutting down accidents, since there is no way of knowing how many of them are in use. One thing is certain, many patrol members will vouch for the fact that fractures have occurred in spite of the bindings. A recent study conducted at Stowe showed that safety-binder users of conventional bindings; it was observed, however, that virtually all the release bindings involved in accidents were so poorly adjusted as to be useless.

Although accidents on the tow or lift are relatively few (11 per cent of the total), those that do occur tend to be serious. Some are the result of poor equipment. Mostly, they are caused by ignorance on the part of the skier.

A tragic example of improper ski clothing took place a few years ago when a little girl was dragged to her death at one ski area. The youngster had been riding the tow all afternoon. Towards the end of the day, the skiers thinned out, and as those ahead of the girl peeled off the tow at the top of the hill, the rope began to twist. Her sweater became entangled, and she couldn't get loose. While the safety gate at the top of the lift shut off the power, there was not enough drag on the tow to pull it to a halt quickly in order to save her life. She was dragged into the pulley.

Too many beginners fail to realize that riding a tow, a T-bar, even a chair lift, requires a certain amount of technique. Hans Bookstrom, divisional chairman for the Southern Rocky Mountain Ski Patrol, says that too many of them climb on the way they would on a ferris wheel at an amusement park. Some get much higher on the slope than is commensurate with their ability. Some without ski legs grab the rope tow. A good many beginners fail to realize that they must change their balance when they get on any toweven a chair lift. The change from a standing position to the one assumed on the tow is so sudden that it throws them to the ground instead of helping them up the hill.

The patrol offers a few simple rules to follow for uphill safety. In riding the

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As the afternoon wears on and your sitzmark appears more often in the snow, the patrol has a final word of warning: get off the slope. Fatigue alone is responsible for eight per cent of all ski accidents. It slows down reflexes, and in the event of an accident, reduces resistance to shock. Skipping lunch contributes to it.

The most serious accidents usually occur at the end of the day. This is particularly true in the case of semi-experienced skiers who, in their enthusiasm, take a bigger chance than their experience justifies. The beginner, however, is more apt to crack up in the middle of the day when the hill is most crowded. The danger point for him is around noon or a bit later, especially if he has been sitting around and is a little cold.

About seventy per cent of all ski areas have supplies on hand to warm the inner sportsman. Under certain conditions, particularly if you're past thirty-five, it is remotely conceivable that one drink may make you a better skier, the chairman of the ski patrol committee says. But more than one drink, while it may make you think you're better, only makes you a poorer accident risk. Like fatigue, alcohol slows down reactions, acts as a depressant, and reduces resistance to shock.

Recently the ski patrol has tended to discourage touring by inexperienced skiers as well as solo touring. Rescue work can be carried out so efficiently in the regular ski areas and the danger of serious injury there is so greatly reduced, that patrol officials think the delights of backwoods skiing don't justify the risks. Even the experts are taking a chance. One internationally known racer once met with a mishap when he fell into a mine shaft while schussing down an off-trail slope.

To the touring skier, there is probably no more terrifying a sound than a sharp crack followed by a sound like thunder in the next valley. It spells avalanche.

In eastern ski areas, avalanches are rarely dangerous but in the high moun-





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tains of the west they are a real menace to cross-country skiers. Disregarding avalanche signs and restricted areas is asking for it.

An entire party of nine skiers was once buried in a slide on the eastern side of Loveland Pass. One of the men, buried up to his neck, remembered to note the location of three in the party who had been completely covered. Freeing himself as fast as possible, he reached all of the party but one within a few minutes, uncovering their heads so they could breathe. The one he didn't get to was a girl, buried under six feet of powder, no one knew exactly where. For forty-five desperate minutes, the whole party probed with the blunt ends of their ski poles.

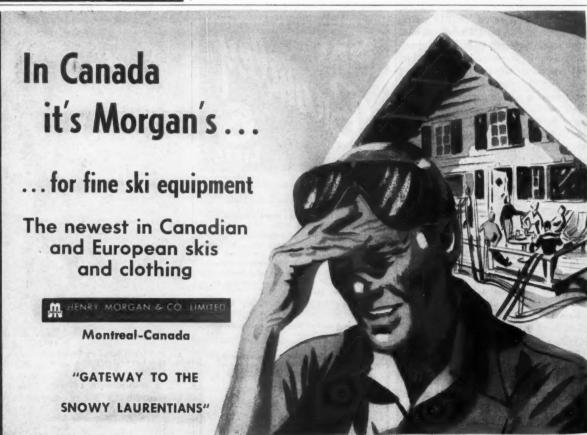
As the snow rolled over her head, the missing skier remembered the number-one rule to follow under the circumstances. She closed her mouth and covered her face with her hands. When the slide had settled, she scooped out a space in front of her and yelled. No one heard. But soon the probing ski poles began to push through the snow all around her. One hit her shoulder. One descended directly in front of her. She grabbed it and held on. To the skiers on top, that was the signal to start digging.

Avalanche stories don't always have a happy ending. Such incidents could be avoided if touring skiers checked with the ski patrol or the U.S. Forest Service before starting out.

The safest place to cross an avalanche slope, if it's absolutely necessary to do so, is over the top. And if you should ever discover that you're right in the middle of a slide area, take off your skis and climb straight up the hill to the top, praying as you go.

Richard Stillman, avalanche forecaster for the U.S. Forest Service and a national ski patrolman, speaks from experience when he advises on how to ride out a slide, if you ever should get caught. Stillman was buried twenty times during the first year that he held his present job. "Get your skis off—you should have quick-release bindings. Discard your poles, and keep moving with the snow. It flows like water, and you can swim in it, somewhat the way you'd ride out a breaker at the seashore. If you can grab hold of a tree on the way down, so much the better."

In avalanche country, a brightly colored thirty-foot streamer made of cotton cord or hemp rope a quarter inch in diameter should be standard touring equipment. It floats to the surface of a slide and helps searchers locate you.



Any touring group should check out from a patrolled area, describing the route. The ski patrol will then telephone ahead to the area where the tour is scheduled to end, and it's an obligation for the skiers to check in when they arrive.

A final word can be said for the right kind of ski clothing. Cold-weather clothing has been the subject of intensive and expensive research, and the matter has been refined way beyond the point of throwing on a sweater. Nothing is more exasperating to patrolmen than to find an injured skier shivering, in shock, and inadequately dressed. From the inside out, here are the patrol's recommendations for cold weather.

Nylon, rayon, silk or cotton shorts and undershirts lessen the chances of chafing and add another layer of warmth. "Longies," extending to ankles and wrists, should button in front so they can be opened while climbing and reduce perspiration. A pair of slick rayon or silk socks under thick wool ones, the latter reaching four inches above the ankle, are better than layer upon layer of foot-covering that cramps the toes. Wool mittens should be covered by windproof outer mittens with leather palms. Take along extra socks and mittens so you'll never be caught with wet ones.

Boots should be waxed or sealed with a special preparation, not oiled, to keep them waterproof. For a good fit, they should support the instep, heel and ball of the foot without cramping the toes.

Loosely woven, all-wool shirts or sweaters, buttoning down the front, a fifteen-inch-square scarf for the neck, and a windproof jacket with hood and elasticized waist or drawstring complete the ensemble. All-wool clothing should be one hundred per cent virgin wool.

Unless you're a racer or a jumper, avoid skis that are too long and heavy. Upended, your skis should reach no higher than your wrist when your arm is extended straight over your head. Poles should stand at least three inches above your hip bone to avoid the possibility of impaling yourself on a point.

Ski accidents, all things considered, can usually be boiled down to one fundamental cause—carelessness: carelessness in learning the elementary rules of safety on skis and carelessness in applying them. Each winter weekend, ski patrols across the country brace themselves for the inevitable skis on cold powder snow, yo-ho, and think what a lot more some skiers should know.

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- · Poles: steel, aluminum, tonkin, fiberglass
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The Reader Service Department is for you, the skier. SKI arranges for you to receive the catalogs and brochures which ski resorts, manufacturers and ski shops prepare for you. The literature sent to you is free, but there is a 10¢ handling charge (either coin or stamps) which should be enclosed with the coupon. Please allow from two to six weeks for literature to arrive.

SKI AREAS · FACILITIES · LODGING · TRAVEL

O1 European resorts: descriptive material on the top ski centers of the Alps.

O2 European travel: budgeting your ski trip; airline and boat schedules, fares and special off-season rates; travel tips and information on accommodations.

on accommodations.

O3 Skiing in Scandinavia: where to ski in Norway and Sweden, and how to get there, especially SAS trans-Polar flight.

O4 Skiing in Chile: Farellones, Portillo, La Parva, etc., and how to get there by Panagra.

O5 Summer skiing "down under" in New Zealand: when to go and how to get there.

Wil Year-round skiing in the Canadian Rockies: information on Banff and other famous ski areas in Alberta.

W2 The Northwest: What it's like to ski at Mt. Hood and other Washington and Oregon

W3 California, the "snowshine state": litera-ture on Squaw Valley, site of the 1960 Winter Olympics, and other High Sierra ski areas. Also, information on the swarm of major areas near Los Angeles.

W4 Nevada: Spend the evenings playing and the days skiing at Reno Ski Bowl.

W5 Idaho: In case you didn't know, Sun Valley is in Idaho. Information on S.V.'s low-cost learn-to-ski weeks.
W6 Utah: The Wasatch mountain range attracts the finest powder snow in the world. Alta. and other areas near Salt Lake City provide useful information.

W7 Northern Rocky Mountains, including Wyoming, Montana and South Dakota. Skiers edge out wranglers and ranchers in winter.

W8 Colorado: Aspen, Winter Park, Arapahoe and many others make this state the ski capital of the Rockies.

W9 Skis above the deserts of Arizona and New Mexico with sun and powder snow.

W10 Midwest ski areas: where to go for a week or a weekend in Michigan, Wisconsin and Minnesota.

El Quebec, including the famed Laurentians, in eastern Canada: most concentrated resort area in North America, where you can en-joy excellent food and atmosphere, attend CSIA ski schools and ski to your heart's con-

E2 Maine, where new developments springing up, is a short trip from Boston.

E3. Vermont: Stowe, Mad River, Jay, Burke, up north, Bromley, Mt. Snow, Hogback, Okemo Mt., Pico and many other areas in the south, are all good reasons for visiting the Green Mountain State.

E4 New Hampshire: the Eastern Slopes re-gion, Franconia, Sunapee and other popular areas in the state with the White Mountains, highest in the Northeast.

E5 Massachusetts and Connecticut: where to find fine skiing on the back doorstep of New York City, Boston and Hartford.

E6 New York and Pennsylvania: Lake Placid, Speculator, Snow Ridge, Old Forge, Bellayre, Whiteface and other fine spots from the Adirondacks to the Catskills and as far south as Ligonier, Pa.

SKI EQUIPMENT · CLOTHING · MISCELLANY

(NB—Listed below are some of the manufacturers and importers of ski equipment, clothing and ski miscellany. Information on others not listed—such as Anglo-Scandinavian Co., Le Trappeur, Franconia ski wear and Rieker boots—can be obtained by writing directly to the companies involved or by asking your local ski shop for information.)

MI Dartmouth Skis, Inc. provides large illustrated catalog of all types of equipment, including such top items as Kaestle skis and Humanic boots.

M8 Johnny Seesaw's offers detailed literature

cluding such to Humanic boots.

M2 Anderson & Thompson offers detailed catalog including many well-known items and also some interesting off-beat imports from Europe and Japan.

M3 Booklet provided by the Head Ski Co describing the structure and performance of Standard and Master Head skis.

M4 Information on the Europa line of ski boots imported by Sandler of Boston.

M5 The Northland Ski Company offers an illustrated booklet on "How to Ski."
M6 Improved "Ankloons," the pump-up anklets, are described in leaflet from the B. W. Weiss Co.

M8 Johnny Seesaw's offers detailed literature on all-metal skis (Attenhofer Metallic and Aluflex); the Stowe Safety binding; Tey Tape; and a brochure on how to mount the U.S. Star bindings with longthongs or heel spring.

bindings with longthongs or heel spring.
M9 G. H. Bass & C. O. offer illustrated brochure
on the Maine-crafted line of Bass ski boots.
M16 Kneissl, Strolz and other top brands of
European skis and boots are featured in Saska
Ski Equipment Co. leafiets.
M11 Construction principles of the Hart ski
are presented in a leafiet provided by the Hart
Mfg. Co.

M12 Information on the four Glazite products for skis is contained in a brochure supplied

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M13 Barrecrafter's illustrated circulars de-scribe several models of ski racks (including the "crank and lock") and also ski-boot trees.

M14 Herbert G. Schwarz provides a booklet on mounting the Eckel Ski-Free binding with Comet Automatic front throw. Also, illustrated circular on many ski items including racing helmets.

M15 Henke folder available covering the seven models of Henke boots. Also, detailed informa-tion on the "why and how" of the revolu-tionary Speedfit model.

M16 Cortina Ski Company catalog gives technical descriptions of Cortina skis and poles. M17 Edward K. Hampshire Co. offers folder on constructional points of Kastinger ski boots.

M18 Porath & Magneheim offers illustrated leaflets on Strasser boots, Ramy-Securus bindings, Rosskopf skis and other imports.

M19 Hedlund skis are described in an illus-trated brochure.

M20 Eight-page booklet on the construction and properties of the all-fiberglass Dynaglas ski is offered by Dale Boison Co.
M21 Circulars on the construction and release principles of the Cubco binding and its accession.

C1 Mont Blanc Co. offers 32-page catalog of French, Swiss and Austrian imports, including many clothing accessories such as belts, scarves and pins.

C2 From boots to caps, Beconta, Inc. describes a great variety of sportswear and accessories in their new catalog, including a description of the new Attenhofer Safety Flex binding.

C3 B. F. Moore offers illustrated brochure on their Slalom line of skiwear for men, misses and children.

C4 Six-page folder from Carter & Churchill shows the Profile line of ski clothes for the whole family.

C5 Duofold, longiohn suppliers to the U.S. Olympic team, will send a swatch of their underwear.

C6 Norwegian-American Knitting Mills offer information on the Brynje "holey" air-net T-shirts.

C7 Allen-A, manufacturers of thermal under-wear, will send a swatch of their "Insulaire" material.

C8 Equipment and fashions popular at Stowe, Vt. are described in the Ski 'n Sport Shop Vt. are obrochure.

C9 Tom Harris Ski Shops offer their winter catalog of ski equipment and clothing. X1 Catalog of low-cost ski trophies suitable for clubs, junior ski programs, etc. is available from W. R. Moody Co.

X2 Leaflet on the Bongo Board, the perfect pre-season conditioner.

X3 How to order ski club patches and other embroidered emblems and novelties available from Hartmann, Inc.

X4 Information on how to order attractive ski Christmas cards is offered by Beau Monde.

RI Published by Norse House of New York City, the 1956-57 Norse House Guide to the proper selection of ski equipment and clothing is available. Pithy, commonsensical and in-teresting.

R2 Carroll Reed offers a mail shopping service with his handsome catalog of skiwear and equipment.

R3 Alex Taylor's of New York City offers illustrated brochure on men's, women's and children's ski and sportswear.

R4 Liverpool Sport Center provides interesting booklet with ski information and prices on equipment and clothing.

R5 Mansfield Shop, located at the foot of Mt. Mansfield, offers detailed catalog of top ski equipment and clothing.

F1 Information is provided on free films available to ski clubs and other groups—films featuring both American and European ski areas. (Please give club name.)

F2 Where and how to rent quality films on all phases of skiing. (Please give club name.)
F3 How to buy beautiful ski movie footage in 8 mm and 16 mm. sound and silent, color and black-and-white.

F4 Literature on personal-apearance shows by the nation's top skimoviemakers. (Please give name of club or business interested in spon-soring.)

SI Ski posters for decoration, available only to ski clubs, shops and lodges. (Please give name of club or business.)

S2 How to buy ski accident insurance by mail. S3 How to buy ski equipment breakage insurance by mail.

S4 For ski clubs only, information on special SKI magazine subscription rates. (Please give name of club, club secretary and address.)



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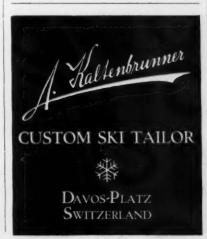
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FUN IN SOUTHERN CALIFORNIA, LEFT TO RIGHT BELOW:

- · Miss Mt. Baldy (second from left) is selected from comely contestants at LA resort
- · Merrill Nielsen (right) shows Alf Engen the plastic snow he provided for summer jump
- · Finding the inrun fast, this jumper takes off cautiously to insure a safe landing
- · Fuss Merritt, jumping on his 60th birthday, decides to wear football pads just in case









FOURTH OF JULY WEEKEND ANTICS, LEFT TO RIGHT ABOVE:

- This skier almost—not quite—made the jump in "Slush Cup" contest at Mt. Baker
 At Mt. Washington eager beavers—here climbing Hillman's—skied Headwall on Fourth
- Sun Valley's Christl Pravda helped Gene Gillis coach NSA training camp at Bend, Ore.
- · At Timberline, Ore., Pepi Gabl gave his racing classes brisk early-morning workouts

the FOURTH?







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NEWSLETTER

Continued from page 10

Arnold Lunn a pair of gloves during the slalom race at Cortina kindly let him know her name and whereabouts, so he can return them? Sir Arnold may be reached through SKI magazine. . . . The Sepp Ruschp Ski School at Stowe, Vt., largest certified ski school in the east, celebrates its twentieth anniversary this season.

Ski equipment insurance

The National Ski Association offers ski equipment insurance as well as ski accident insurance this season. In the form of a supporting membership, the new policy offers up to \$400.00 protection against loss, breakage or other damage to skis and other ski equipment and clothing not otherwise covered by insurance, at a cost of \$5.00. The accident-policy membership, affording up to \$300.00 blanket medical expense and other benefits, costs \$10.00. . . New officers elected at the National convention at Aspen last May were: president, Robert C. Johnstone, Denver; treasurer, Wesley B. Hadden, Pasadena; and a large slate of vice-presidents and directors. The convention voted to continue the deficit financing set-up under which the divisions will be assessed for the \$15,000 or so the National expects to lose during the year. Committee reports showed that progress had been made in many phases of NSA activity. All in all the delegates worked hard and played hard-to the point of running a fun slalom race at 6:00 a.m. one morning-and felt they had accomplished something.

TENTATIVE 1957 NATIONAL COMPETITION SCHEDULE

February: 10: National Classic Combined, Blue Mountain S. C., Walla Walla, Wash. . . . 16-17: International Cross-Country and Classic Combined, Ishpeming S. C., Ishpeming, Mich. . 24: International Jumping Championships, Kiwanis S. C., Iron Mountain, Mich.

Jumping Championships, Kiwanis S. C., Iron Mountain, Mich.

March: 1-3: National Downhill, Slalom and Three-Way Combined Championships, Aspen S. C., Aspen, Colo. . 2: National 18-kilometer Cross-Country Championships, Lyndon S. C., Lyndonville, Vt. National Jumping Championships, Nansen S. C., Berlin, N. H.; National Veterans' Giant Slalom Championships, Mad River S. C., Wattsfield, Vt. . . 9-10: North American Jumping, Cross-Country and Combined Championships, Winnepesaukee S. C., Laconia, N. H.; North American Downhill, Slalom and Combined Championships, Lake Tahoe S. C., Squaw Valley, Calif. 15-17: American International Downhill, Slalom, Giant Slalom, and three-way Combined, Mt. Mansfield S. C., Stowe, Vt. . 21-24: National Jumior Downhill, Slalom Cross Country, Jumping and Combined Championships, Reno S. C., Reno Snow Bowl, Nev. . . 23-24: Harriman Cup, Sun Valley S. C., Sun Valley, Ida. 29-31: Roch Cup, Aspen S. C., Aspen, Colo.

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NEWSLETTER

Continued from page 10

Arnold Lunn a pair of gloves during the slalom race at Cortina kindly let him know her name and whereabouts, so he can return them? Sir Arnold may be reached through SKI magazine. . . . The Sepp Ruschp Ski School at Stowe, Vt., largest certified ski school in the east, celebrates its twentieth anniversary this season.

Ski equipment insurance

The National Ski Association offers ski equipment insurance as well as ski accident insurance this season. In the form of a supporting membership, the new policy offers up to \$400.00 protection against loss, breakage or other damage to skis and other ski equipment and clothing not otherwise covered by insurance, at a cost of \$5.00. The accident-policy membership, affording up to \$300.00 blanket medical expense and other benefits, costs \$10.00. . . New officers elected at the National convention at Aspen last May were: president, Robert C. Johnstone, Denver; treasurer, Wesley B. Hadden, Pasadena; and a large slate of vice-presidents and directors. The convention voted to continue the deficit financing set-up under which the divisions will be assessed for the \$15,000 or so the National expects to lose during the year. Committee reports showed that progress had been made in many phases of NSA activity. All in all the delegates worked hard and played hard-to the point of running a fun slalom race at 6:00 a.m. one morning-and felt they had accomplished something.

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